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TIME-TABLE

WEEK DAYS

7.00 a.m.	to 7.10 a.m.		
7.30 "	to 8.00 "	every 15 minutes	Stopping
8.00 "	8.20 "	" 10 "	
	8.30 "		Non Stop
	8.37 "		Stopping
	8.47 "		Non Stop
	8.54 "		Stopping
	9.04 "		Non Stop
	9.11 "		Stopping
	9.20 "		Stopping
9.30 a.m.	to 11.00 "	every 10 minutes	Stopping
11.30 "	" 12.30 p.m.	" 15 "	
	12.40 "		Non Stop
	12.47 "		Stopping
	12.57 "		Non Stop
	1.04 "		Stopping
	1.13 "		Non Stop
	1.20 "		Stopping
1.30 p.m.	to 4.00 "	every 10 minutes	
4.00 "	to 4.30 "	" 15 "	Stopping
4.30 "	to 6.30 "	" 10 "	
	6.40 "		Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.		
7.30 a.m.	to 9.30 "	every 15 minutes	
9.30 "	" 11.00 "	" 10 "	
11.15 "	" 12.00 noon	" 15 "	
12.00 noon	" 1.00 p.m.	" 10 "	Stopping
1.00 p.m.	" 2.30 "	" 15 "	
2.30 "	" 4.30 "	" 10 "	
4.30 "	" 5.30 "	" 15 "	
5.30 "	" 6.30 "	" 10 "	
	6.40 "		Non Stop
	6.47 "		Stopping
	6.57 "		Non Stop
	7.04 "		Stopping
	7.13 "		Non Stop
	7.20 "		Stopping
	7.30 "		Non Stop
	7.37 "		Stopping
	7.47 "		Non Stop
	7.54 "		Stopping
	8.03 "		Non Stop
	8.10 "		Stopping

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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati .....dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin ....dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo .....dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling .....dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun .....arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.53	4.36	5.13	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling .....dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo .....dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin .....dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati .....dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon .....arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10	7.04

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shatankok..dep.	6.30	10.15	1.05	5.00
Shatankok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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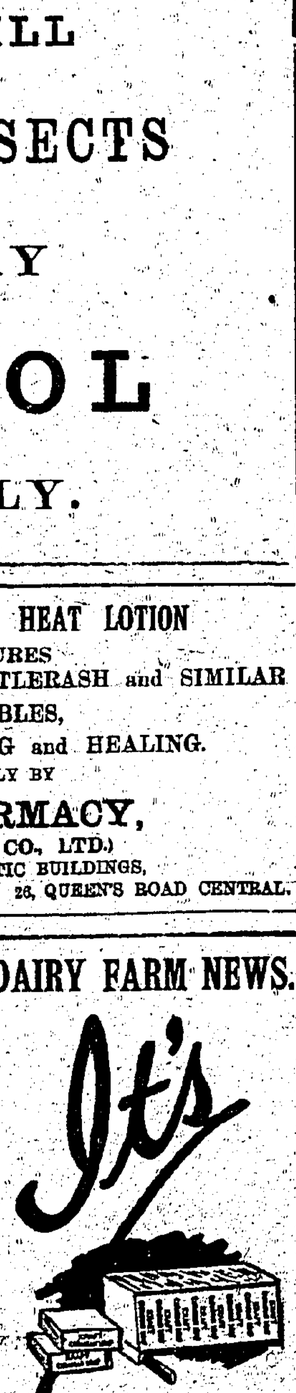

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LABOUR IN OFFICE AND IN POWER.

NO NEED FOR ELECTION FOR TWO YEARS.

Mr. Ramsay MacDonald, speaking at York on April 19th in connection with the annual conference of the Independent Labour Party, said:

If I had met you last December I doubt if a single respectable person in York would have come out to attend the meeting. Those respectable people would, I feel quite certain, have been reading respectable newspapers, the Rothermere and the Beaverbrook—that kind of newspaper.

Every morning these respectable people got up in that dreary and dark month of December they would have looked out to see if the heavens still stood.

That phase has passed. I dare say some of you were bitten by it. We came in, up went stocks, sterling improved in its international value, trade went on, the City that had been quaking on account of extravagant speeches by Tory Ministers about inflation was calm, and we began to be regarded as supermen. Never was there such a Government. Never was there such a Prime Minister. (Laughter.) Never such wisdom, never such sagacity.

Our opponents are now discovering we are human. You have got a human Government; a Government that has made mistakes; a Government that is going to make mistakes. If we left office in a fortnight we should have made our mark in the history of the Labour movement of this country. Labour since January has become bigger, not in size, but in mind.

When we have finished with our job it will be with pride and not shame.

They tell you that there are splits in our party. I have never heard of them outside the columns of newspapers. As the papers have been either Liberal or Tory, I suppose they think that as they are so we must be. (Laughter.)

OFFICE WITH POWER.

I am never allowed to forget a dictum, which is more false than true, that we are in office but we have no power. Whoever is in office has opportunity, and opportunity is always power.

Office and no power! Have we not recognised Russia? Is there not in London a conference sitting which, if it is successful—and it has started well—will end all those evil days, will bring Russia again into the ambit of our industrial world, and will enable a large number of men and women to get some substantial part of the money they had lost during the last few years?

Office without any power! Well, what about Singapore? Is that still being pursued? Is there a strategical point of the Pacific to-day where docks are being built—not because they are going to be used, because that never was the argument, but that they might be used?

Take housing. We had a Government as sincerely in favour of housing as we ourselves. But they had not a grip on how to solve the problem as we have. They hoped they were doing a great deal in satisfying what they called private enterprise. We are now saying to them: "Don't you see the great problem is not a problem of how to supply houses for the people to buy them but how to supply houses for people to rent?" (Cheers.)

I am not at all opposed, as some of my political opponents try to make you believe, to a policy of helping the lower middle classes, the clerks, and so on, to get their homes. Not at all. The Labour Party is not the Labour Party, never has been. The Labour Party says to the clerk, to the blackcoated, the soft-handed democracy: "My dear friend, if you had less side and more robustness of social character you would not lose one-eighth of an inch of your dignity, but you would add yards and yards to your manhood. We say to you, throw behind you all those false distinctions that men call snobbery. Face your own problem."

REPARATIONS.

In foreign affairs they tell me I have been lucky. They say that when they left office everything had got so bad that it could not get worse—(laughter)—and that therefore I ought to congratulate myself.

Well, I have been trying my best to get Europe to improve. And the other day something happened which I think gives us the chance of beginning afresh. I refer to the effects of the Experts' Report on reparations.

We were the first Government to express its view upon that. I said, and I am very glad to find that the whole of the country is behind me in this, irrespective of party, that that report ought to be taken as a whole. There are things in it that I do like. But if I begin to raise this detail and that detail France, Belgium, and Germany will do the same, and then we are back just exactly at the spot where we were.

It is an absolutely profitless policy to consider who was right in the past or not. One thing is sure. It is that if we go on for another two years carrying out the policy that has been carried out for the last two or three years, there will be no hope of relief, no hope of reparations, no hope of security, no hope of peace; and that is all I care about, and that is all I am going to work for. (Cheers.)

My view is that we take the report. That we get the League of Nations in with us. That this becomes a League of Nations operation as well as an Allied and German operation, and that in this way we can strengthen the authority of that body, and by getting Germany to join the League we can build an organisation upon which I would like to base the future peace of Europe. (Cheers.)

One thing I must say. I regard, and I am sure every man of peace and good will in Europe regards, the rise of an extreme nationalism in Germany as a great menace dangerous to Europe itself and deplorable for Germany as well. Do not let us be false to ourselves about that. The policy of the Allies is largely responsible for this rise of German nationalism.

GERMANY "ON HER PRIDE."

We can deal with the matter in one or two ways. We can say to Germany regarding this Experts' report: "We know you are going to default and we have made out our programme of punishment preparatory to your proving yourselves to be false." The result will be that Germany will be false. You create a psychology that makes her a cheat.

There is the other way to deal with it. Let us say to Germany: "We are going to accept your word. If you say you are going to accept those reports we will take you at your word. We have no preparations to meet any default on your part. If after this solumn obligation you do default, then we will be closer Allies than ever. But we trust you." What is the psychological effect of that? Why, my friends, with nations as with individuals, that puts them on their pride.

The greatest danger that Germany offers to Europe now is not the danger of arms. It is the danger of industrial deterioration. You compel Germany by political or military force to abandon its eight-hours day, to deteriorate its currency, to create a condition of things which means that the mark is of less value on the London market than it is on the Berlin market, and what happens?

THE INDUSTRIAL MENACE.

In every world market, and in your own market under Free Trade conditions, the British workman, working eight hours a day for £2, £3 or £4 a week, has to compete with a German workman working ten hours a day with wages of 30s. or £2 a week.

That is caused by the policy of foreign Governments imposing tributes upon Germany that Germany can only pay out of the degraded lifeblood of the German working man. That is turned into cash, into goods, and those goods meet you not only here but also in every neutral market.

So long as a false idea of patriotic duty and the stupidity of the idea of military security keep Germany in that position, so long is the great industrial menace of Germany kept going and the future of Great Britain is held in jeopardy.

One other point as an indication of the Labour policy on a matter of exceedingly great difficulty. No Government, whatever its power, is a magician. You can do your duty at the next election and you can give Labour about 500 members in the House of Commons out of 615. That will make them safe. Even then, my friends, the political power of a majority is limited. No statesman, however godlike or, according to your views, however devilish he may be, can use a parliamentary majority like a magician's wand.

The great problem of the Government is not to make declarations, not to produce nice-looking Bills, but so to conduct affairs that it can transform the evils of to-day into good things to-morrow.

INDIA'S FUTURE.

I say this in connection with India. It was among the very hard of the many hard things that the Labour Government had to face that we were no sooner in office than the Indian Constitution was brought to an end by the rejection of finance measures, first of the Budget and then of the Finance Bill.

We want to meet them, as Lord Olivier said, without equivocation. Dominion status for India is the idea and the ideal of the Labour Government.

If I might I would say to our Indian friends: "Do keep your faith in the British democracy. Do keep your faith in the British Labour Government."

An inquiry is being held by the Indian Government. Now we mean that inquiry to be a serious one. We mean to produce results which will be a basis of the consideration of the Indian Constitution, its working and its possibilities, in which we hope we shall have Indian co-operation on the way.

MR. CHURCHILL.

One of the few remaining hobgoblins of our youth is the word Socialist. We have departed, all of us, now nearly from those delightful tales which made us afraid to go out at night, and Mr. Churchill alone is striving to adapt Hans Andersen stories for the intelligence and requirements of the grey-headed and bald-headed adults.

Do remember this [with reference to strikes] that unless we can find a way to get fair play done without a resort to force, then, my friends, the difficulties of recovery placed in front of this country may be too great for this country to surmount.

My duty is clear. It is in accordance with the principles of the Labour Party to carry on the government of the country, to keep off a general election which nobody wants, and which if it came would settle nothing. Yet I don't believe in coalitions. I think they cloud issues and take that finer sense of political honesty out of men. (Cheers.)

I believe if we are to stave off a general election—as the nation wants it to do—the Labour Government must remain in office and conduct its work in accordance with the principles, not of Liberalism or of Toryism, but in accordance with the principles of the Labour Party itself. (Cheers.)

I see no reason why the country should be bothered with a general election for two or three years.

We shall take at least two years to put Europe on a peaceful footing and to get industrial relations established in anything like a normal way.

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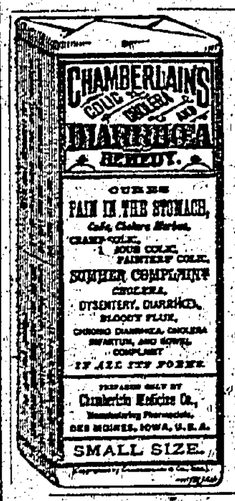

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Reserve Founds	9,629,425.24

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TSUYEE PEI,
Manager.
Hongkong, September 8th, 1921. [38

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Authorised Capital	£5,000,000
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Reina Victoria ...	100's	$10.75
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Half-A-Corona ...	25's	4.50
Corona	25's	6.50
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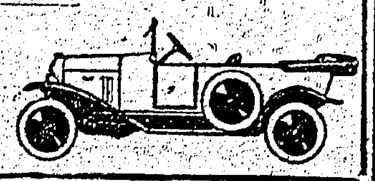

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RUBBER PROPAGANDA IN ASIA.

PROVISION MADE BY THE MALAY FEDERAL COUNCIL.

At a meeting of the Federal Council of the Malay States last week the acting Financial Adviser moved:

That this Council approves the special provision of $290,000 being the estimated equivalent of ¼th of a cent for every pound of rubber exported from the Federated Malay States in 1924, one-half of this sum to be devoted to propaganda work in Malaya and the Far East in connection with new uses and new markets for rubber and one-half to be contributed to the propaganda fund of the Rubber Growers' Association for propaganda work in Europe.

He said that the Rubber Growers' Association had recently addressed an application to this Government for yearly grants to its rubber propaganda fund out of the excess duty collected under the restriction scheme one-eighth of a cent for every lb. of rubber exported. Applications in similar terms had, it was understood, been addressed to the Governments of Ceylon, the Straits Settlements and the Unfederated Malay States. This Government had made contributions during the past two years to the Association's propaganda department, amounting to £6,000, but the association required the assurance of further funds to enable it to continue its campaign. It was proposed to set aside one-eighth of a cent per pound exported in 1924 for rubber propaganda work and to continue that provision for a period of three years. In view of the possibilities of the Far Eastern market, however, it was proposed that one half of that money should be devoted to propaganda work in Malaya and the Far East and that the R.G.A. should be given the spending of the other half for propaganda work in Europe, and should be asked for its views as to the organisation to be created for propaganda work in the Far East.

The British Resident, Negri Sembilan, seconded.

MONEY FOR THE EAST.

Mr. R. C. M. Kindersley supported the motion, but thought the latter part of the resolution ought to have been differently worded. He said the R.G.A. propaganda committee had been functioning very successfully for some time, and it would be much better to entrust the whole of that money to them with strong recommendations that a proportion of it be spent in the East.

The Chief Secretary, in reply, said that the resolution as it stood was the opinon unanimously expressed by the select committee, which went into this question. The Government fully realised the work done by the R.G.A. but nevertheless there was the greatest necessity for propaganda work in Asia. Enormous work could, he thought, be done in China and India, and a local organisation would be far more competent to deal with propaganda in Asia than the R.G.A. could do from London.

The motion was carried.

CAPITAL LEVY.

AUSTRALIAN LABOUR PARTY'S PROPOSALS.

The Australian Labour Party's Easter conference attempted the institution of a capital levy scheme.

The proposal declares: "It is now agreed by the world's leading economists that a capital levy is the fairest method of clearing the enormous burden of war debts."

Other conference proposals included:

The transfer of all State accounts from private banks to the Commonwealth Bank;

An extension of the system of State-conducted industries;

Stringent administration of the Monopolies Act;

Construction of railways and hydro-electric enterprises;

Preference in public contracts to Australian manufacturers;

Local milling of all Australian wheat;

State insurance on the lines of Queensland;

Enactment of a forty-four hours week; and

Democratisation of university education.

HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

MAY 29TH, 1924.

Hongkong and Shanghai Banks ..... $1,125 b.
Canton Insurances ..... $630 s.
Union Insurances ..... $221 s.
Hongkong Fire Insurances ... $560 b.
Douglas Steamships ..... $58 nominal
H.K., C. & M. Steamboats ... $36 nominal
"Star" Ferries ..... $83 b.
China Sugars ..... $220 b.
Langkats (Combined) ..... Tls. 23½ s.
Kowloon Wharves ..... $162 sa. & b.
Whampoa Docks ..... $146 s.
Shanghai Docks ..... Tls. 90½ b.
Hongkew Wharves ..... Tls. 190 b.
New Engineerings ..... Tls. 6.30 b.
Hongkong Lands ..... $109 b.
Hongkong Hotels ..... $19 & 13 b.
Humphreys Estates ..... $22½ b.
Ewo Cotton Mills ..... Tls. 11½ b.
Cements ..... $21.50 (old) 3 (new) b.
Hongkong Ropes ..... $27 (old) $8 (new)
China Providents ..... $14 (old) $4½ (new)
Dairy Farms ..... $25½ b.
Watcrboats ..... $10½ s.
Watsons ..... $27 b.
Hongkong Electrics ..... $24½ b.
China Lights ... $14½ (old) $9 (new)
Hongkong Trams ..... $37½ b.
Peak Tramways, $17 cx. div. $3½ cx. div. (new) b.
"Shell" Transports 90/-

b.—buyers; s.—sellers; sa.—sales.

FOUR SUITS A DAY.

PROFITEER WHO CUT A DASH.

A remarkable story of a war profiteer's rise and fall has been revealed by the bankruptcy of Thomas Steven, a shipowner, formerly of Edinburgh, and now of the Argentine.

Steven and his twin brother were clerks in a Leith shipping office before the war. A relative advanced them money, enabling them to start shipbroking in a small way. They had a steamer chartered when the war began, and carried oil and munitions for the French Government, making many successful voyages, despite the fact that the Channel was infested with submarines.

WORTH £500,000.

They rapidly extended their business, and bought and sold ships in an ever-rising market. The brothers were estimated to be worth £500,000 when the shipping slump began. Vessels depreciated to far below their book values, and many voyages involved heavy losses. They engaged in hazardous speculations, including whisky running to America.

During the boom, Thomas Steven had 365 suits and 90 overcoats, and frequently changed his clothes four times a day. He spent £1,000 on rose trees, and had a bathroom constructed of expensive Greek and Italian marbles. He smoked especially made cigars, six inches long, which cost £1 each, and which realised 2s. each at an auction sale after the slump.

Picture dealers palmed on to him many "duds," for one of which he paid £3,000. It brought £800 at auction. Another, which cost him £350, was sold at auction for £8.

WEATHER REPORT

May 29th at 17.20—Pressure has decreased slightly over Shantung, Formosa, and Annam, and increased slightly elsewhere. The anticyclone and the Japan depression are moving eastwards. The trough remains stationary in the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, May 29th, 0.00 inch. Total since January 1st, 28.35 inches, against an average of 22.56 inches.

The forcast for the 24 hours ending at 18 hours, May 30th is as follows:—

District	Forecast
Formosa Channel	N. winds, fresh.
Hongkong to Gap Rock	E. winds, fresh; fair.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 29th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.78	29.76	29.75
Temperature ...	79	79	84
Humidity ...	81	58	33
Wind-Direction ...	SE	ENE	East
" Force ...	3	3	4
Weather	c	c	c
Rain	0.00	0.00	0.04

Highest open-air Temperature on 28th ... 82
Lowest open-air Temperature on 29th ... 78

HONGKONG TIDE TABLE.

From May 30th to June 5th, 1924.

Days of Week	Days of Month	High Water: H'kong. Standard Time.	High Water: Height.	Low Water: H'kong. Standard Time.	Low Water: Height.
		h. m.	ft. in.	h. m.	ft.
Fri.	30	m 7 28	6 0	m 0 54	2 4
		7 44 a	4 8	1 56 a	2 3
Satur.	31	m 7 52	6 4	m 1 24	2 5
		8 29 a	4 7	2 34 a	1 9
Sun.	1	m 8 17	6 7	m 1 53	2 7
		9 10 a	4 6	3 11 a	1 5
Mon.	2	m 8 43	7 0	m 2 21	2 8
		9 50 a	4 5	3 47 a	1 3
Tues.	3	m 9 8	7 1	m 2 47	2 9
		10 29 a	4 4	4 24 a	1 1
Wed.	4	m 9 34	7 2	m 3 7	3 1
		11 10 a	4 2	5 2 a	1 0
Thur.	5	m 10 3	7 2	m 3 25	3 2
				5 42 a	1 0

TO LEATHER BUYERS.

A Leading Firm of AUSTRALIAN LEATHER EXPORTERS, who thoroughly understands the China Market, is desirous of getting into Direct Touch with Firms who handle any kind of Leather, and invites Inquiries for Quotations on Upper Sorts and Sole in Sides, Bends, Backs, Bellies and Shoulders, when bedrock, c.i.f. quotations will be submitted, and guarantees Best Quality.

Apply—"EXPORTER,"
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CHIC SUMMER FROCKS.

CHINA BUILDING, 1ST FLOOR.

The Most Startling Novel of 1923;

The Most Sensational Film of 1924!

FLAMING YOUTH.

UNUSUAL OPPORTUNITY for A SHORT TIME ONLY

A Select Assortment of

DRAWN WORK AND LACES

At 20% BELOW ACTUAL COST AT

"DO BE CHAIRFUL" COMPANY

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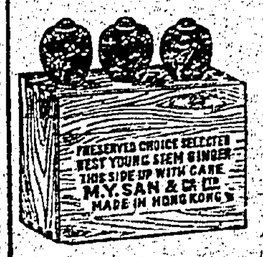

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Manufactured by RIGAUD, PARIS.

"AIRE EMBALSAMADO"
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Obtainable from

VICENTE ATIENZA,

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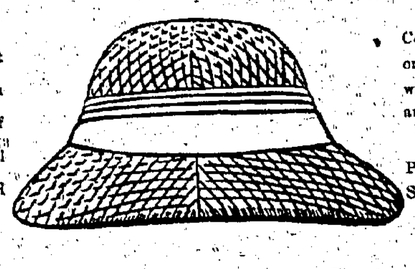
HAWKES SUN HATS

Pith SUN HELMETS

DOUBLE TERAI HATS



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Covered White or Fawn Drill, with Puggaree and Thin Strap $7.50 each.

Plain White in Smaller Shape $8.50 each.

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SINGLE TERAI HATS

HEATH FELT HATS

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,

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The APPROACH OF SPRING

is appropriately heralded by the splendid shewing of Feminine Fashions in

STRAW HATS

SILK JUMPERS

and

SILK LACE

AT

THE SINCERE CO., LTD.

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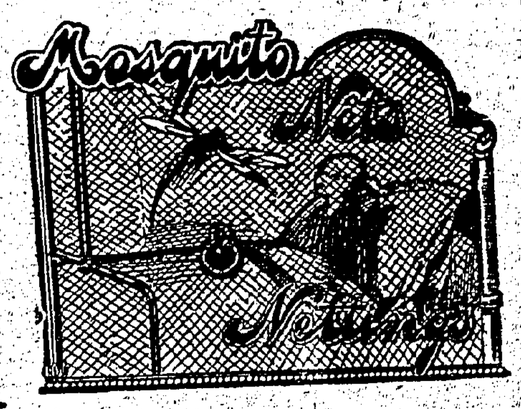
MOSQUITO NETS AND NETTING

ARE GUARANTEED TO WASH AND WEAR WELL

ORDER AT ONCE & SAFEGUARD HEALTH



A NEW DELIVERY NOW TO HAND

72" $1.10 yard. 90" $1.35 yard. 108" $1.60 yard

READY MADE NETS IN ALL SIZES

	SQUARE TOPS	ROUND TOPS
3' x 6'6"	$15.95 each.	$ 7.95 each.
3'6" x 6'6"	$16.95 „	$ 8.95 „
4' x 6'6"	$17.75 „	$ 9.95 „
4'6" x 6'6"	$18.75 „	$21.75 „
5'6" x 6'6"	$19.75 „	$22.75 „
5'6" x 6'6"	$21.50 „	$23.75 „

EXTRA SIZES MADE TO ORDER.

WHITEAWAY, LAIDLAW & CO., LTD.

MR. LIANG SHIH-YI IN ENGLAND.

DINNER AT THE CHINESE LEGATION.

Mr. Chao Hsin Chu, the Acting Minister, gave a dinner at the Chinese Legation on the evening of April 29th in honour of Mr. Liang Shih Yi, ex-Prime Minister of the Republic of China. Those present were:—Lord Parmoor, Baron Hayashi, the Japanese Ambassador, the Danish Minister, Sir William Joynson-Hicks, Mr. S. P. Waterlow (Foreign Office), Mr. E. R. Hallifax, Sir Robert Ho Tung, Sir James W. Jamieson, Sir Edward Crowe, Professor Soothill, Sir James Stewart Lorkhart, Sir Charles Addis, Mr. S. F. Mayers, Mr. H. A. Ottewill, Mr. Macrae Moir, Mr. J. G. Hickson, Mr. C. A. V. Bowra, Mr. E. R. Morris, Mr. C. P. Sandberg, Mr. C. W. Campbell, Mr. A. G. Angier, Mr. Frederick Emett, Mr. Chow Shou Son, Mr. Ip Lan Chueu, Mr. T. K. Liang, Mr. Y. P. Law, Mr. C. C. Liu, and Dr. W. C. Chen. Sir Robert Horne and Sir Malcolm Delevigne were unavoidably prevented being present, and Major W. S. Nathan was also unable to be present owing to an unfortunate motor accident a few days ago.

After the dinner the ACTING MINISTER welcomed H.E. Liang Shih Yi and the other guests, in the course of which he stated:—

This Legation has been honoured by many illustrious visitors, but on no occasion has there been a more distinguished assemblage of those coming from China, or connected with China, or interested in China. I feel the least I can do is to express appreciation of the many instances of invaluable aid now being offered by the different British Departments of State in facilitating the agreeable and useful stay in this country of our visitors from the Far East. Sir Edward Crowe, representing that Department has offered assistance to my distinguished fellow-countryman, Mr. Shih Yi in showing him round London, did also introducing him to the industrial centres in the provinces. Next, I wish to welcome a representative of the Foreign Office, Mr. Waterlow, the head of the Far Eastern Department, which does so much to strengthen relations and brings about a still better mutual understanding between Great Britain and China. I welcome Lord Parmoor as my colleague in connection with the League of Nations. China is a very warm supporter of the League, but nothing has disappointed Chinese public opinion so much as the elimination from the Chinese representation on the Council of the League. The League should be made in reality a body of all nations. The geographical basis should be strictly observed, as to the allocation of seats on the Council. It is particularly pleasant to have with us the Japanese Ambassador and the Danish Minister, old colleagues at Peking of Mr. Liang. I keenly regret the absence of Sir John Jordan, who is ill. He is not only a personal friend of Mr. Liang, but we regard him as a real friend of China. I am sure we all wish him a speedy recovery. It is appropriate to have here Sir William Joynson-Hicks, who has filled several posts similar to those ever held by our chief guest of honour. We have, too, Sir Charles Addis, whose reputation as a banker is world-wide. He has not only rendered the greatest services to banking in the Far East, but I congratulate Brazil on its good fortune in obtaining his expert opinion on its finances. My country, should, of course, be glad of his advice.

RAILWAYS AND DEVELOPMENT.

I would like to associate with the world of finance which is so well represented this evening, those leading city men, to whose enterprise Chinese Railways owe so much—I refer to the Chinese and British Corporation. Nothing will benefit China better than to help her in developing the means of transportation. Look at the size of the country in which population is thick and natural resources are unlimited. Given more railways the country will be opened up economically. I am confident investment in Chinese railways is safe and very profitable. When I am touching on railways I would like to add that we have the pleasure of welcoming Mr. C. P. Sandberg, Consulting Engineer for the Chinese Government since the days of his father, whose connection with China went back to the earlier days of Li Hung Chang. Another personal friend and fellow-worker of Mr. Liang is Mr. Bowra, who was acting inspector-general of Chinese Maritime Customs. Of him I am glad to say that he is a worthy and successful follower in the footsteps of Sir Robert Hart. We have also the British Consul-General in Canton, Sir James Jamieson. We Chinese know his great ability and ideal fashion in which, in the interests of both people, he carries out his duties, under what must be, after all, very difficult conditions. Education is represented by Professor Soothill, Professor of Chinese at the University of Oxford. In view of the importance which we Chinese attach to education and culture, it is gratifying to feel that we have such a worthy representative of the University. Seldom do we have at this Legation so many representatives of Hongkong. They are all over in this country in connection with the Wembley Exhibition, in which we Chinese feel such a keen interest. I welcome Mr. Hallifax, Secretary for Chinese Affairs of the Hongkong Government, who has come into close contact with the Chinese in that Colony, and who is known as a sympathiser and well-wisher of China. Another distinguished visitor from Hongkong is Mr. Chow Shou Son, one of the first group of students the Chinese Government sent to America half a century ago. He was Customs Taotai in Shanhaikwan at the end of the Tsing Dynasty. He retired to live in his birthplace, that is the reason why he has come over as a representative to the British Empire Exhibition. I take pleasure in welcoming a Chinese financier from Hongkong, Sir Robert Ho Tung, Chinese by origin and British by nationality. He is not merely a great financial, but I admire him also as a great patriot with regards to the promotion of Chinese and pro-Chinese interests on lines which can be warmly recommended both to the Chinese people and to the British Government.

Finally, I come to the chief guest of honour to-night, His Excellency, Mr. Liang Sih Yi. As you all know him well I need not enumerate what he has done in his official life, but I venture to think that his experience acquired both at home and abroad will be a great asset to China in developing her economic resources. He is studying the post-war economic conditions of the world, and the knowledge and impressions he gathers will be very useful to him what he returns to China. We require men of ability like His Excellency to rebuild the fortunes of our country. No one need imagine China is a poor country, though some of our critics warn us that we may plunge into bankruptcy. I have no such gloomy views. Our country is very rich, rich in national resources, and rich in the characteristics of its people. Its natural wealth is still practically untouched, and when opened up to trade and commerce will not only benefit China, but the whole world as well. I would even go as far as to say the future of the world depends upon the unlimited and undeveloped wealth of countries like China. China has every object in self-development. We look forward to early development, and we shall do everything in our power to support it. I feel all here to-night are equally keen on promoting good relations, trade and otherwise, between Great Britain and China, and it is therefore to the interests of us all to see China peaceful, contented, prosperous, and in a state of well-ordered, economic development.

REPLY BY LIANG SHIH YI.

After thanking the Acting Minister for the courtesy and hospitality shown him during this, his first, visit to England, Mr. LIANG SHIH YI said: It is not every day that we can have a gathering like this of the most distinguished representatives of the Foreign Office, Department of the Overseas Trade, of the Diplomatic Corps, and of the educational and financial world, who all have a common interest at heart, i.e., a desire to bring about a better mutual understanding. All through the pages of International history, we have found instance after instance, that England, by her fair-play and justice in foreign policies, has averted many disastrous results in international affairs. That is, I believe, due to the fact that representatives of all nations that are sent to the Court of St. James' have always been those that can get on with the Foreign Office. It is also our foreign policy—I can be quite frank about it—to send such a man to the Court of St. James' (and he must, of course, be a man of character, intellect and sincerity), and I think you will all agree with me that we have made a very fortunate choice in our Acting Minister. The old friendship and the economic relations between England and my own country are subjects I have talked about so much of late that I have only one more to remark to make. The latest democratic and economic developments in my country are rather a sudden advance, and I have had a share in the work. To help on these developments, the first country we naturally go to for assistance would be England, because we find England is the best democratic country, and has been the most intimate with China in economic relations. These developments have come about just when England, for the first time in her history, has a Labour Government. How the relationship between the two countries will develop will be awaited with intense interest, not only by China, but by the whole world, and I have no doubt that some of our guests here to-night have already formed some well-thought-out plans for dealing with the situation. The Chinese look to the League of Nations for assistance in upholding China's rights, and in placing China in a better position among the nations. I feel confident that the League will certainly receive a sincere support from any Government of China, and I trust that the League will never disappoint the Chinese people in their hopes.

Lord PARMOOR stated he acquiesced in the view that the Council of the League of Nations should be enlarged, and that China should have a seat therein.

Sir WM. JOYNSON-HICKS urged the the development of our commercial relations with China.

A BANKER'S ADVICE.

Sir CHARLES ADDIS said that he could not refuse his contribution to the interesting symposium on Chinese affairs which had been opened by the previous speakers. He agreed as to the vast potential resources of China, but great wealth was no guarantee against insolvency. The resources must be developed and that could only be done by the aid of capital. Capital was the only solvent for insolvency. If the capital were found in the country itself, so much the better, but this was no justification for the prejudice against the use of foreign capital. Capital had no nationality. It flowed in fructifying streams where it was desired and withdrew from where it was unwelcome. Security was essential. Capital was repelled by conditions where no man is secure in his possessions and where even the life and property of foreigners had been placed at the hazard of civil war. In the last resort nationalism is a moral claim founded upon respect for individual liberty and social justice. It can only be realised through the extension by one nation to another of the rights and liberties which it claims for its own subjects. Nationalism in China appears to have run mad and it is time that some substance be given to the heady wine of modern democratic ideas by the addition of some of the prudence and wisdom of the sages.

"I know no man who is better fitted to reconcile these conflicting ideals than

(Continued at foot of next column).

the guest of the evening, Mr. Liang Shih Yi. He stands between the East and the West, the old world and the new. A Han-Lin scholar, he has not been content to remain a scholiast. He has applied a mind, tempered by severe intellectual discipline, to a study of political science and of the problems of modern finance. He is an exponent of the old learning and the new. An official of the old regime, he has known how to adapt himself to the new conditions in such a way as to enjoy an extraordinary measure of the esteem and confidence of the Young China party, in which hands, for better or for worse, lie the fortunes of China. It is a great privilege to be able to exchange ideas with him during his visit to this country, and it is our earnest hope that on his return to China he may set a crown on his career by bringing a truce to the contentions of the warring factions, each of which claims to be the true representative of Chinese nationalism. Of destructive criticism since the Revolution we have had enough and more than enough. The time has come, and with it the man who is better qualified than any other, to undertake the task of political union and so pave the way for the reconstruction of China and the assumption of that place in the comity of nations to which she is entitled by the character of her people, the strength of her traditions and the abundance of her national resources."

HONGKONG JOCKEY CLUB.

ENTRIES FOR FOURTH EXTRA MEETING.

The following are the entries for the Race meeting on Saturday, June 7th:—

1st Race.—CHESHAM HANDICAP. "B" Class. Six Furlongs.—Loch Rannoch 138 lbs., Mountain Hawk 137, Langsat 134, Roman Parrot 134, Haruna 134, Harunn 134, Macketeer 134, Bandicoot 132, Arbor Day 132, Eli 132, Little Minch 131, Speargrass 131, White Rose 131, Duku 130, King Alfred 130, Exchange Bill 130, Jungle Cook 149, Majestic Lad 149, Repulse Lad 149, Silver Leaf 148, Lighting 148, Bluebottle 147, Limonite 147, Jadestone 146, Uncle George 145, Golden Jubilee 145, Wattheau 144, Pet Mouse 143, Peter Pan 142, What to do 141, Cottongrass 140.

2nd Race.—GRANVILLE STAKES. One Mile.—Gaudie 139 lbs., King Alfred 134, Pet Mouse 147, Eli 152, Langsat 157, Mopoke 136, Mountain Hawk 154, Hartfield 152, Loch Rannoch 150, Grey Dragon 167, Magnificent Dahlia 165, Nastaran II. 162, Peninsula Lad 152, Repulse Lad 149, Uncle George 144, Goom Rock 133, Limonite 159.

3rd Race.—CHESHAM HANDICAP. "A" Class. Six Furlongs.—Spotted Sand 159 lbs., Rothesay 158, Edenhall 157, Magnificent Dahlia 156, Full House 156, Rivergrass 154, Sunstar 154, Friarsfield 153, Valiant Dahlia 152, Hartfield 152, Strathfarrar 152, Rialto Star 150, King Charlie 150, Pencastle 151, Satisfaction Dahlia 151, Sycee Bill 150, Koh-I-Noor 149, Starland 149, Day of Surprise 148, Gaudie 146.

4th Race.—RIMBLEDALE. One Mile.—Rivergrass 160 lbs., Spotted Sand 160, King Charlie 148, The Wonk 141, Mopoke 145, Rialto Star 153, Sunstar 148, Hartfield 148, Musketeer 145, Rothesay 160, Pencastle 145, Valiant Dahlia 145, Magnificent Dahlia 150, Nastaran II. 145, What to do 138, Oak Leaf 145, Uncle George 145, Jungle Cock 141, Yellow River 145, Full House 145.

5th Race.—BEEF STAKES. Six Furlongs.—Golden Jubilee, Roman Parrott, Bandicoot, White Rose, Arbor Day, Pre Catelan, Utinkso, Cottongrass, Peninsula Lad, Majestic Lad, Oak Leaf, Goom Rock, Sycee Bill, Belle Isle, all 108 lbs.

6th Race.—WATERFORD PLATE. "B" Class. 1¼ Miles.—Nastaran II. 159 lbs., Gaudie 157, Pencastle 156, Friarsfield 155, Mopoke 151, Haruna 153, Little Minch 152, Langsat 152, Peninsula Lad 152, Mountain Hawk 152, Junge Cock 150, Bluebottle 150, Silver Leaf 150, Repulse Lad 149, Wattheau 148, Golden Jubilee 147, Cottongrass 142, Pet Mouse 142.

7th Race.—WATERFORD PLATE. "A" Class. 1¼ Miles.—Spotted Sand 159 lbs., Rothesay 157, Grey Dragon 152, Rialto Star 150, Magnificent Dahlia 150, Valiant Dahlia 148, Rivergrass 146, Starland 145, Satisfaction Dahlia 144, Day of Surprise 143, Yellow River 142, King Alfred 141.

LOCAL SPORT.

LEAGUE TENNIS.

2ND DIVISION.

I.R.C. "A" v. CLUB DE RECREIO.

Played at home on Wednesday, the I.R.C. "A" beat the Club de Recreio by 68 games to 31. Scores:—

S. A. and S. A. R. Ismail beat D. Noronha and T. Silva, 8-3; beat R. E. Hyndman and H. A. Barros, 7-4; beat G. Osmund and L. E. Remedios, 6-5.

J. S. A. Curreem and Y. A. Wahab beat D. Soronha and T. Silva, 11-0; beat R. E. Hyndman and H. A. Barros, 8-3; lost to G. Osmund and L. E. Remedios, 5-6.

S. A. Hussain and I. A. Razack beat D. Noronha and T. Silva, 9-2; beat R. E. Hyndman and H. A. Barros, 9-2; lost to G. Osmund and L. E. Remedios, 5-6.

I.R.C. "B" v. K.C.C. "B."

Playing away, the I.R.C. "B" beat the K.C.C. "B" by 62 games to 37. Scores:—

S. A. Hamid and F. M. Arculli lost to Bishop and Dryden, 4-7; beat Wood ward and Petheram, 7-4; beat Trambitzky and J. Smith, 10-1.

A. and N. B. Kitchell lost to Bishop and Dryden, 3-8; lost to Woodward and Petheram, 4-7; beat Trambitzky and J. Smith, 11-0.

S. A. G. Mohamed and J. A. Cassumbhoy lost to Bishop and Dryden, 3-8; beat Woodward and Petheram, 10-1; beat Trambitzky and J. Smith, 10-1.

INTERPRETER CHARGED.

ALLEGED FALSE PRETENCES TO OBTAIN MONEY.

The small court at the Central Magistracy was packed with Indians yesterday afternoon, who listened stolidly to the proceedings when Nattah Singh, an Indian interpreter who had served for some years at the Magistracy, appeared on remand before Mr. C. D. Melbourne. Alternative charges of obtaining money by false pretences and receiving bribes were made against him, and Mr. G. K. H. Brutton, who defended, asked that the charges might be heard separately. His Worship agreed to this course.

It was alleged that defendant obtained from Mohamed Noor the sum of $5 by falsely pretending that the sum was a fee due to the police court.

Mohamed Noor, in the witness-box, said that he was a clerk in an Indian shop in Wellington Street. On May 14th he asked defendant to issue two summonses—one against Hagi Ismail and one against Gulam Hussain. Defendant asked asked him for $5 stamp fee on each summons. He told defendant that he could not pay $10 and asked him to reduce the fee to $5 for the two. Defendant then filled up the summons forms which witness signed. Defendant then asked him for the money. Witness took out his wallet and extracted a $5 note, which he was going to hand over when a European Crown Sergeant came in.

At this point witness identified Sergt. Chevalier, who was in Court, as the Sergeant he was referring to.

Continuing, witness said that on the entrance of the Sergeant, defendant told him to pay him later. Defendant then took him to the clerk's room, where he made him stand outside the door. Defendant went in and shortly came out and took the $5 note from him. Defendant afterwards took witness to a room in which was a Chinese clerk to have the date fixed for the summons. Defendant then told witness to go home. Witness was still in the office when it came into him mind that the money he had paid was not really a stamp fee. Nattah Singh started to go downstairs and called to witness to follow. Witness dropped his straw hat on the floor, and took the chance of whispering to the clerk a question as to whether a stamp fee was payable on a summons. The clerk answered that it was not."

His Worship: I cannot take that as evidence.

Continuing, Noor said that he returned to the Magistracy on the next day to issue a subpœna. Nattah Singh told him that he could not issue a subpœna. Witness then met Crown Sergt. Chevalier.

His Worship: I do not want to hear any conversation that took place when defendant was not present.

Witness added that he afterwards went with the Sergeant to the Magistrate, to whom he made a statement.

Mr. Brutton: You are a quarrelsome sort of a gentleman, aren't you?—No, I am not.

Can you explain, then, why a summons had been taken out against you?—We had had a quarrel.

Exactly, a quarrel.—I did not quarrel. My friends quarrelled with me, and then took out a summons against me for assault.

Witness admitted that he had heard that a summons had been applied for against him on the 13th May, so that he decided to take out a cross-summons against three persons, Gulam Hussain, Hajee Esmail, and Poona Walla. He also admitted that defendant made out three summonses, but that as Poona Walla apologised later, witness wished to withdraw the summons in respect to him.

Pressed by Mr. Brutton, Noor further admitted that he found fault with the way in which all the forms had been prepared and that Nattah Singh tore them up.

Mr. Brutton: I put it to you that every word you have uttered this afternoon about bribes or stamps is a lie, and furthermore that when the European sergeant came in you were afraid that you might be charged with offering a bribe, and you made this complaint so as to get in first.—No.

The witness was still being examined when the Magistrate adjourned the case until next Monday afternoon.

CHINESE GIRLS FROM HONGKONG.

WEAVING STOCKINGS DIRECT FROM SILKWORMS.

A woman correspondent writing in a London paper says:—

Nine Chinese girls have come from Hongkong to Wembley to show how pure silk stockings are made direct from the silkworm.

Lady Ho Tung, who brought the girls, has a farm in Hongkong where she grows mulberry trees and keeps silkworms. Three of the Chinese girls will look after the silkworms which have been brought from China. Two girls will reel silk, and the others will spin it and knit stockings with it.

The girls wear the same dress in this country as they do in China—a black, brown, or grey kimono jacket and shirt. Chinese girls can all sew and make their own clothes. One of the first things the exhibition party did was to hemstitch white curtains for the beds in their hut.

They do not have any cooking to do, for the Chinese restaurant at the exhibition provides their meals. A Chinese girl's breakfast would surprise an English girl.

Potatoes and chicken, sole, bitter-squash with beef, salt duck, pig's kidney soup.

Tea is taken after every meal.

CORRESPONDENCE.

MAY ROAD FARES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I am inclined to challenge the statement made to the Peak Tramways Co. that only half of the signatories to the May Road protest were Season Ticket Holders. I should like someone to be given the opportunity to compare these signatures with the list of May Road Season Ticket Holders in the Company's books.

However, quite apart from that if the Company's statement is correct, the number of the non-season ticket holders who protested will serve to show the strength of public opinion in May Road alone against this unjustifiable action on the part of the Peak Tramways, Ltd. A private company which serves a public utility with a monopoly should be ashamed to boast of an increase of over $30,000 in their profits and a record year.

"MAYROADITE."

Hongkong, May 29th, 1924.

THE "ARMADILLO."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—It does not appear from his letter that "Interested" kept the skin of the creature he knocked down on Tuesday night. This would have helped a lot to elucidate the problem.

There is no doubt anyhow that it could not be an armadillo which is a purely American animal, not to be found anywhere else. I should rather think the unfortunate victim was a hedge-hog, or at least closely allied to the family.—Believe me, dear Sir,

Your faithfully,
A. R.

Hongkong, May 29th, 1924.

[The armadillo to which we referred in a footnote to the letter published yesterday as having been killed on the Peak tramway is to be seen in the local Museum. Attached to it is the following inscription: "An Armadillo, killed on the Peak Tramway. Presented by Hon. F. H. May, 30-5-07." It is, however, if we may judge from published descriptions of the Central and South American armadillo, a different species. Close by it in the Museum are three specimens of smaller placental mammals which are labelled "*Manis*." The *manis* belong to what is known as the pangolins, or scaly-ant-eaters, and are classified in the text books as a group of the "Edentata" to which the armadillo belongs. "Pangolins," says expert authority, "differ from all other mammals by the armour of overlapping horny scales (often with hairs growing between them) which invests the whole animal, with the exception of the under-surface of the body, and sometimes a small patch near the tip of the under side of the tail. There are no teeth; and although the tongue is long and worm-like, it is not extensile." On the other hand, the armature of the Central and South American armadillo is described as consisting of "a bony case, partly composed of solid buckler-like plates and partly of movable tranverse bands, the latter differing in number with the species, and giving to the body a considerable degree of flexibility. The bony plates are overlain by horny scales." The "armadillo" killed on the Peak tramline may belong to the pangolin group, but is about twice the size of the *manis* specimens.—ED.]

CONCRETE PILE EQUIPMENTS IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—In your issue of the 23rd inst. appeared an article referring to the demand for construction plant arising from the building boom in Hongkong.

It is stated therein that two Belgian-made concrete pile equipments were recently imported which construct piles by making a hole in the ground, using a tube, and filling the hole with concrete as the tube is extracted. If, as is presumably the case, this refers to our "Franki" piling equipments, it is correct up to that point, but the article further goes on to state that the results obtained are not altogether satisfactory, owing partly to severe conditions at the site where the machines are employed.

As our "Franki" piling system is specially designed to cope with foundation problems arising from difficult or reclaimed ground we desire to deny emphatically the assertion that the results have not been satisfactory.

Over 600 piles have now been driven by us in Hongkong and test loads varying from 75 to 110 tons have been applied to four separate piles, selected by the supervising architects, with most satisfactory results. One of these piles under a test load of more than 100 tons is open to inspection at the present time on the site of the new Peninsula Hotel in Kowloon.

There was a slight hitch in connection with a preliminary test, but this was due to faulty loading and not to any defect in the pile or in the principle of its construction.

(*Continued at foot of next column*).

In Europe, Egypt and elsewhere over 75,000 piles have been driven under varying conditions during the past fifteen years by the "Franki" piling system, which has been severely tested time and again.

We might add that an essential condition of our contracts for this class of work is that the piles shall pass the tests called for.

Trusting you will give the same publicity to this letter as was given to the disparaging statement in question.—We are Sir, your faithfully,

For and on behalf of the
HONGKONG ENGINEERING & CONSTRUCTION COMPANY, LTD.,
S. COURTNEY COOK,
Secretary.

Hongkong, May 29th, 1924.

[As stated at the time, the article we published was reproduced from *Eastern Engineering*. We gladly give publicity to the correction.—ED.]

THE UN LUNG MOTOR 'BUS COLLISION.

DRIVERS FOUND GUILTY OF MANSLAUGHTER.

JURY'S IMPORTANT RIDER.

The case in which the two motor-bus drivers concerned in the Un Lung motor-bus collision, were terminated yesterday afternoon. The prisoners were found guilty and sentenced to three years' hard labour each. The Jury added an important rider to their verdict. They recommended that it should be brought to the notice of the authorities that all bridges, in their opinion, should be widened to the width of the road. They also recommended that steps should be taken to separate bus drivers from passengers so that no conversation between driver and passengers could take place.

His Lordship intimated that the recommendations would be forwarded to the proper quarter.

On the Court resuming yesterday afternoon, Mr. Campbell Prosser addressed the Jury at some length. He opened by dealing with the question of negligence. The Jury, he argued, had to be satisfied that gross negligence amounting to recklessness had been proved before the prisoners could be convicted. The Attorney-General, he said, in opening for the Crown had put the case for above what had been proved in evidence and cross-examination. The Crown's case had fallen short of a conviction.

Continuing, Mr. Prosser said that if the collision took place anywhere on the bridge his case for the defence would be hopeless. If this happened it would have shown that there was a dispute between the drivers as to the right of way across the bridge. On the facts proved these never was a dispute as to right of way between the two prisoners. Both prisoners in their evidence showed that the bus from Tsim Sha Tsui had no intention of crossing the bridge first. This, said Mr. Prosser, was a very vital part of his case. The Crown had also said that there was never any intention on the part of the drivers to slow down, but both men had said that they did slow down and on that point their statements were not challenged. The first prisoner had said he could have avoided the collision if he had not slowed down. He probably lost his head when he saw the other bus was on the bridge.

"RECKLESS AND CARELESS."

Regarding the evidence of the expert witness for the Crown, Mr. Prosser said it was an extraordinary coincidence that both foot brakes were out of order. He was fully convinced that these two foot brakes were used all that day and yet it was extraordinary that they should both need adjusting when the collision took place. He attributed the collision to a pure error of judgment. The driver of No. 1204 bus expected to get across the bridge and the other driver expected the bridge would be clear by the time he reached it.

The Attorney-General, in the course of his address, said he was prepared to accept the prisoner's statements that the foot brakes were in order and used during the day of the collision. "I am prepared to accept that, gentlemen, but I lay blame to them for not having used those brakes in time. If they had they might have prevented the collision." He asked the Jury not to pay too much attention to minor details but to direct their attention to the final event of that unfortunate collision. He submitted that the Jury could get away from the drivers' own stories—and he was prepared to accept those stories—and on those stories he asked the Jury to find the prisoners "Guilty."

The Jury, after a brief retirement, returned verdicts of "Guilty" against both prisoners. The foreman then read a rider, the substance of which is given above.

His Lordship, addressing the prisoners, described the case as a very serious one and they had been convicted of manslaughter. They had both acted in a very reckless and careless manner. He could do no less than sentence them to three years' hard labour each.

TICKETS PLEASE!

["Mr. ARCAS: I do not think we are justified in raising the rates for May Road.

"The CHAIRMAN: We are not exactly increasing the rate. We are merely making a uniform charge, and the residents of May Road will benefit by it when they go on to the higher levels. Instead of paying, the journey will be included in their new tickets."—*Extract from Report of Peak Tram Co. Meeting.*]

There's joy in the homes of the folk on the Peak,
once more they've a place in the sun.
The reason is not very distant to seek,
the Quarterly Tickets are done.

Three dollars a month is the saving per man,
a very respectable drop;
Although they keep hoping as hard as they can
the tendency downward won't stop!

The ladies, alas!, are not quite so well pleased:
they've one extra dollar to pay.
It hardly seems proper that they should be squeezed,
or so I am told that they say!

But the Company surely have got to exist,
and really it pains me to hear
They've only got forty-thou' more on the list
compared with the profits last year.

The people, who really are done in the eye,
are those who reside at May Road.
Their prices are up, (goodness only knows why!)
so heavy indeed is their lot.

For non-stops are useless to them, they're afraid,
so what is poor May Road to do?
In spite of their protests most forcibly made,
the Company won't take their view.

To size up the whole of the quarrel, I fear,
would addle the brain in one's head,
But the gist of the matter would seem to be clear,
I gather the Chairman has said,

"Its true we have heard that the Mayrodents state
our new scheme they deeply deplore,
But, mark you, we are not increasing their rate:—
they simply have got to pay more!"

E. W. H.

DAGGERS AND STRING.

SUSPECTED ARMED ROBBERS SENT FOR TRIAL.

Daggers and lengths of string (suspected implements for armed robbery), figured as exhibits at the Central Magistracy yesterday when Fung Tai, Chan Fook, Wong Yau, Lee Yee, Chan Yuen, and Ng Shing, described as brick-carriers, appeared, on remand, before Mr. R. E. Lindsell, charged with having four daggers in their possession. The finding of one of the daggers was described at a previous hearing.

Inspector Appleton was in charge of the case for the police.

Sergt. J. Bright said that at noon on the 8th inst. he went with Inspector Appleton and a party of district watchmen to a room on the third floor of a restaurant in Des Vœux Road West. He saw the six defendants sitting round a table with another man not in custody. He ordered them to put up their hands, and at once there was a general scuffle. Assisted by two district watchmen, he searched the third and fourth defendants, and found nothing on their persons. He then looked on the floor and saw two daggers.

Inspector Appleton testified that while all the defendants were being held by district watchmen, he found a dagger on the person of the second defendant. On arrival at the Central Detective Office he searched all the defendants. Loosely tied round the first defendant's waist he found four lengths of string.

His Worship: Such lengths of string would be useful to armed robbers for tying up their victims?—Yes.

Witness added that the string was not assisting to keep up the trousers. In the man's left lower jacket pocket witness found a further quantity of string and a small green handkerchief, which was quite new. It would be serviceable for use as a gag.

A Chinese probationer interpreter of the Central detective office said he read out and explained the charge to each of the defendant separately in turn. Each, after being cautioned, made a statement, which witness took down in Chinese. Each defendant either signed or put his mark to his own statement.

DEFENDANTS' STATEMENTS.

The first defendant said that he was carrying bricks at Wanchai when Chan Yuen invited him to go to the restaurant to drink tea. The string and dagger were given to him by Chan Yuen. He did not know why they were given to him.

The second defendant said that he was employed to carry bricks at Sham Shui Po, and lived in a matshed belonging to the contractors. On May 8th he was drinking tea at the restaurant when Chan Yuen came in and invited him up to the third floor for tea. There Chan Yuen gave him a dagger and some string.

The third man said that he was invited to the restaurant for tea, and Chan Yuen offered him a dagger, which he refused. Chan Yuen then threw it on the floor.

The fourth stated that a friend handed him a dagger, and asked him to take it to the restaurant. He drank tea there. Later Chan Yuen asked him to drink tea on the third floor.

The fifth defendant (Chan Yuen) said that he knew none of the first four defendants. He never handed a dagger or string to anyone of them. The seventh man present at the time of the arrests and who was not in custody invited him to the restaurant. He met Shing (the sixth defendant) and they went to the restaurant in company.

The sixth prisoner claimed to be a contractor for house demolition. He said he went for a walk in Des Vœux Road West on the day of his arrest and met Chan Yuen. When they reached the tea-house Chan Yuen asked him in to drink tea.

A Chinese witness said that he was a sub-contractor for house demolition. The sixth prisoner was a clansman of his, and witness had known him in Hongkong for seven years. The sixth defendant in witness' opinion was an honest, respectable man.

His Worship committed all six men to take their trial at the next Criminal Sessions.

(*Continued at foot of next column*).

PUZZLE FOR A LINGUIST.

THE MEANING OF A CHINESE WORD.

In the Summary Court yesterday before Mr. Justice Dyer Ball, the Tai Sing Kung Tse firm, of 229, Queen's Road Central, brought an action against the Hau On Contractors, Canton Road, Yaumati, for $306.52, the balance due for goods sold and delivered.

The plaintiff firm was represented by Mr. D. Ho Blake, and Mr. Leo d'Almada appeared for the defendant.

It was stated for the defence that $750 was paid by them on the 20th of the 12th moon in full settlement of the remainder of the account. Plaintiffs denied this, claiming that the $750 was a payment on account.

A material point in the case was the use of the Chinese word "chau" in the receipt for the $750 and expert witnesses were called by both parties. The plaintiffs claimed that word merely meant "a payment" and defenadnts called evidence to the effect that the word would only be used when the account had been fully settled.

His Lordship gave judgment for plaintiffs with costs.

THE DISAPPEARING BOY.

COURT COMEDY. OF REGAINED FREEDOM.

"What happened to your purse, idiot?" was the testy exclamation of Mr. R. E. Lindsell to a Chinese complainant at the Central Magistracy yesterday.

A small Chinese boy was in the dock, charged with having stolen a purse from the complainant's pocket in Des Vœux Road West.

A Chinese witness, who said he was a motor-car agent living at Aberdeen, stated that on the day in question he was in Des Vœux Road West, when he saw the prisoner push against the complainant and touch his pocket. He heard complainant call out, and saw him seize the prisoner's wrist. Witness next saw prisoner throw a purse into the road.

In answer to his Worship, witness said he did not tell the complainant where the purse had been thrown.

Remarking that the evidence of the complainant and the last witness differed materially in several particular, his Worship discharged the boy, who caused amusement by disappearing from the Court with remarkable speed.

P. AND O. DIVIDEND.

The Directors of the Peninsular and Oriental Steam Navigation Company announce a dividend at the rate of 5 per cent. per annum on the preferred stock (less income tax), and an interim dividend at the rate of 12 per cent. per annum on the deferred stock of the company (free of income tax) for the half-year ended March 31st last.

JUST ARRIVED

Per s.s. "CARMARTHENSHIRE."

FRESH PROVISIONS *INCLUDING*—

IRISH BACON	per lb.	1.20
FILET COD	"	"
BLOATERS	"	"
KIPPERS	"	"
HADDOCK	"	"

THIS PRODUCE IS GUARRANTEED TO BE OF THE FINEST **QUALITY.**

PROVISION DEPT.

TEL. 4567.

LANE, CRAWFORD, LTD.

THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAM

LAVENDER WATER

(In Green Globe Bottles—3 Sizes).

Obtainable at

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

COLUMBIA RECORDS

"THE PARSON ADDRESSES HIS FLOCK"

(YES, I THINK SO)

By

VIVIAN FOSTER ("THE VICAR OF MIRTH")

No. 3218

AT

ANDERSON'S.

Wm Powell Ltd.

12, Des Vœux Road.

JUST ARRIVED.

SMART
MILLINERY
EVENING GOWNS
EVENING BAGS
EVENING SCARVES
HAIR BANDS

NEW ADVERTISEMENTS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 3RD JUNE, 1924.

Hongkong, 29th May, 1924. [831

NOTICE.

IT is Announced that the ANNUAL PROCESSION of the BLESSED VIRGIN MARY will be held at the Compound of the ROMAN CATHOLIC CATHEDRAL, on the 31ST INSTANT, at 5.30 P.M.

Hongkong, 29th May, 1924. [830

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENVANNOCH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th June, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 29th May, 1924. [832

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MOREA."

ARRIVED HONGKONG ON 29TH MAY, 1924.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 29th May, 1924. [833

S.S. "CHANTILLY."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., also Cargo ex s.s. "ANTINOUS" from BORDEAUX, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 31st May, 1924, at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 9th June, 1924, or they will not be recognized.

All damaged packages will be examined on Saturday, the 31st instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, 26th May, 1924. [817

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "SILVIO PELLICO."

FROM TRIESTE, VENICE, BRINDISI, SPALATO, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 27th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox. at 10 a.m. by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 27th May, 1924. [821

INTIMATIONS

THE CHINA LIGHT & POWER CO. (1918), LTD.

NOTICE.

WE beg to Notify Our Consumers that on and after the 2ND JUNE, Payment of Our Monthly Accounts may be made at Our New Branch Office (EMPRESS STORES), 22, NATHAN ROAD.

SHEWAN, TOMES & CO., General Managers.

823]

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the "TWENTY-SIXTH" ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LTD., on FRIDAY, the 30TH MAY, 1924, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to April 30th, 1924.

The REGISTER of SHARES of the Company will be CLOSED from Saturday, the 24th May, 1924, to Friday, the 30th May, 1924, both days inclusive.

By Order of the Board of Directors,

W. S. BROWN, Secretary.

Hongkong, May 16th, 1924. [798

THE HONGKONG CENTRAL ESTATE, LIMITED.

REDEMPTION OF DEBENTURES FOR $1,500,000.

TAKE NOTICE that the Debentures of THE HONGKONG CENTRAL ESTATE, LIMITED, will be REDEEMED on the 30TH MAY, 1924, and all Holders of Registered Debentures are hereby Requested to send their Debentures to the Head Office of The HONGKONG AND SHANGHAI BANKING CORPORATION at Victoria, Hongkong, when all Principal and Interest up to that Date will be paid to such Registered Debenture Holders on the surrender of the Debentures in question.

Dated this 28th day of May, 1924.

DEACONS, Solicitors, Hongkong.

823]

HUGO STINNES LINIEN.

NOTICE TO CONSIGNEES.

THE Steamship "HINDENBURG" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered on Wednesday, the 4th June, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 4th June, at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.

All Claims must reach us before Wednesday, the 11th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 28th May, 1924. [825

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Steamship "CARMARTHENSHIRE" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th June, 1924, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 3rd June, 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 28th May, 1924. [829

NOTICE TO CONSIGNEES.

The Steamship "BOLTON CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 24th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 24th May, 1924. [815

INTIMATIONS

NOTICE.

ON and after the 1ST JUNE, the Offices of the ASIATIC PETROLEUM CO. (S.C.), LTD., will be in "ASIATIC BUILDING," QUEEN'S ROAD CENTRAL. [824

THE HONGKONG JOCKEY CLUB.

THE HALF YEARLY GENERAL MEETING of MEMBERS will be held on SATURDAY, 7TH JUNE, 1924, at 12.30 P.M. in the JOCKEY CLUB ROOMS, HONGKONG CLUB ANNEX. [814

HONGKONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 7TH, and MONDAY, 9TH JUNE, 1924, commencing at 3.30 P.M., Each Day. The First Bell will be Rung at 3 P.M.

The Charge for Admission to the Public Enclosure will be $1.

Soldiers and Sailors in uniform, Half Price.

Members are advised that they must show their Season Tickets to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-Members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, 6TH JUNE.

The Stewards invite the Ladies of Hongkong to be present. [826

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No 4227 for 500 shares Ewo COTTON MILLS LTD., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been Lost:

The said shares are the property of the Undersigned and application has been duly made to the Company for the issue of a Duplicate Scrip.

The public is therefore warned against dealing with the said Shares without reference to the Undersigned. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Undersigned.

ELLIS & CO. No. 23 Ice House Street.

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PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the late Mr. C. E. WARREN, to Sell by Public Auction,

on

THURSDAY and FRIDAY,

the 29TH and 30TH MAY, 1924, commencing Each day at 2.30 P.M., at the

"TOWERS," 20, BROADWOOD ROAD,

A QUANTITY OF VERY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

M.-T. Carved Blackwood Tables, M.-T. Side Tables and Stools, M.-T. Stands, Chesterfield Sofas and Arm-chairs, Standard Lamps, Bronzes, Curios, Rugs, Large Carpets, Large Enamel Baths, Porcelain Wash Basins, Wardrobes, Double and Single Iron Beds, Crockery, Linen, Bookcases, Meat Safes, Cupboards, Tennis Net and Poles, Blankets, Ornaments and General Household Sundries.

ALSO

1 Steinway Grand Piano, 1 "Acolian Orchestralle" Organ and Rolls, and about 900 Plants and Pots.

On view TUESDAY and WEDNESDAY (27TH and 28TH May).

N.B.—"The TOWERS" and No. 21, BROADWOOD ROAD are for Sale Privately.

Terms:—Cash on Delivery.

HUGHES & HOUGE, LTD., Auctioneers.

Hongkong, 20th May, 1924. [808

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR MANILA, SINGAPORE AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship "ALIPORE" carrying His Majesty's Mails, will be despatched from this port at Noon, on TUESDAY, the 3RD JUNE, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the homeward-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 P.M. on the Day previous to Sailing. The contents and value of all packages must be declared.

For further particulars, apply to—

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 28th May, 1924. [827

TO-DAY *till* SUNDAY.

MARY PICKFORD IN "SUDS."

FELIX, THE HYPNOTIST.

THE CORONET.

INTIMATIONS

DEWAR'S

The Spirit of the Empire

It is that unbroken Evenness that is so much appreciated in DEWAR'S. It is produced by the skilful blending of whiskies—old and ample—DEWAR'S is simply a mingling of good things.

Dewar's "WHITE LABEL" and "VICTORIA VAT"

as supplied to the Houses of Lords and Commons.

By Royal appointment to His Majesty The King.

SOLE AGENTS:

A. S WATSON & CO., LTD.,

Wine and Spirit Merchants

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 30TH, 1924.

PEAK TRAFFIC AND TRAM FARES.

THE changes announced by the Peak Tramway Company in the fares which are to come into force from the first of next month have been inevitably a fertile topic of discussion among those who regularly travel on the cars. The practice of issuing quarterly season tickets is being discontinued and in its place a monthly ticket is being issued, this bringing the practice on the Peak Tram into line with that of the lower level Tramways Company and the Star Ferry Company. The opportunity has been taken by the Peak Tramway Co. to reduce the fare for men regularly making the full journey, but in the case of the ladies the fare is increased. The net result for man and wife will be a saving of two dollars a month. On the other hand the married couple regularly using the May Road Station have to pay nearly seven dollars a month more than they have been paying hitherto. Residents in the May Road district, now numbering between eighty and ninety, have made their protest but have failed to move the Directors from their previously announced decision. Legally the Company is apparently entitled to do as it pleases, but it is generally felt that the "squeeze" is morally indefensible.

Moreover, there are many residents on the Peak who consider that the time has arrived for a greater reduction than has been made in the charges. We have frequently heard the line described as "probably the dearest travelling of its kind in the world." However that may be, the following considerations weigh with old travellers on the line: For many years before the war the quarterly season cost thirty dollars for men and twelve for ladies. When the war came there was a rapid reduction in the European population of the Colony. All German residents quitted or were held in the detention camp, and hundreds of men of the British and Allied nations went Home to fight or otherwise participate in the war. The Peak Tramway Co., like many others, suffered as a result. There was a substantial decline in the traffic and the consequence was an increase in the price of the quarterly season tickets. Following on the termination of the war, however, the traffic on the line not merely came back to pre-war level, but has manifestly steadily increased, and a great deal has been heard during the past few years about "traffic congestion." Within the last ten years a large number of houses have been built on the Peak, bringing as a natural consequence increased traffic and revenue to the Tramway Company. The considerable traffic at May Road is all new in that time. It is admittedly true that maintenance costs are heavier to-day than before the war, notwithstanding that the company has in the meantime substituted Chinese for European drivers. The fairly frequent renewal of the cable (purchased at Home) is one of the most serious items in the maintenance charges, but against this we have to place the fact that the exchange value of the dollar is on an average sevenpence or eightpence higher to-day than it was in the years before the war. On such considerations as these there are many users of the car who consider that the Company could well afford to make a greater reduction than they have done, especially if it is intended to adhere to the decision that travellers to and from May Road shall pay the same as travellers over the whole line.

No indication was given by the Chairman at the annual meeting of shareholders on Wednesday that the Company are building up a reserve for some extension of the track, but it was announced that we are—some day—to have larger cars on the line. The time has long since arrived when more than that is necessary. The Government seemed quite convinced six years ago of the necessity for an additional line to the Peak. The reason why the project for a line up Wanchai Gap was abandoned by the Government has been publicly given, but it was a reason which did not dispute the obvious fact that further facilities for reaching the Peak are desirable. It would be ridiculous to say that this need has been met by the construction of a motor-road which very few people can afford to use regularly in place of the tram. The latest scheme adumbrated was for a tram from the bottom of Garden Road, or in the alternative, the bottom of Battery Path, to Magazine Gap, but we are not aware that anything is being done by the Government, the Peak Tramway Co. or anybody else to provide this increased facility. Perhaps the discontent which the new tariff has engendered among residents in the May Road district, who are laying their grievance, we understand, before the Government, will help towards galvanising the Government into some determined action in the matter of meeting the constantly growing needs of the whole Peak District.

A Chinese was knocked down and seriously injured by a motor truck belonging to the On Lok Yuen at Whitfield on Wednesday and was conveyed to hospital.

The Chinese Government has offered a reward of $20,000 and the Police authorities one of $5,000 for information that will lead to the arrest of the person who recently sent a bomb to Dr. Wellington Koo, the Minister of Foreign Affairs.

Among the passengers who left by the *Empress of Russia* yesterday were the Hon. Mr. H. E. Pollock and Mrs. Pollock (who are going to Canada to spend the summer), the Hon. Mr. P. H. Holyoak (going to Shanghai), Mr. and Mrs. P. S. Cassidy, and Mr. E. Des Vœux.

A feature of the Empire Day celebration at Shanghai was a reception at the Shanghai Club at which the Consul (Mr. Sydney Barton, C.M.G., and Mr. Stirling Fessenden, Chairman of the *Municipal Council*, Mr. du Pac de Marsoulies and Captain Doisy made speeches.

A Chinese coolie was accidentally killed in the Norwegian ship *Dampto* in the harbour yesterday. He was in No. 2 hold, when one of the ropes holding a load of rice gave way. The entire load of six bags, each weighing 220 lbs., fell on the man's head. Death was instantaneous.

For failing to show regulation lights whilst under way, Lo Tai-Hi, master of motor-boat *Australia*, was fined $5 at the the Marine Court yesterday. The offence occurred at 2.20 a.m. on the 27th inst. The defendant said that he was just going the re-light the lamp when the prosecuting Police Sergeant came on board.

Four boat women and one man were fined $5 each yesterday at the Marine Court, yesterday, for using drags for the purpose of lifting articles from the bed of the harbour. According to the police, eight boats were seen in Wanchai Bay dragging for coal. Five of the boats were caught but three got away. There was a quantity of wet coal on board some of the boats caught.

New accommodation has been provided on the Star Ferry wharf at Kowloon for passengers waiting for the ferry for Hongkong. Structural alterations have been necessary and these have just been completed. Instead of entering at one end of the wharf, first class passengers now use a central entrance where increased accommodation has been provided. A feature of the alterations is that a separate entrance is provided for monthly ticket holders whilst another entrance is provided for casual passengers. Large waiting rooms for ladies and gentlemen are also provided. Third class passengers will embark at either end of the wharf according to the position of the ferry.

Another old resident of the Colony who has just left for Home is Mr. T. Shand, electrician at the Taikoo Sugar Refinery. He has spent 31 years in the Colony. Walking has always been his favourite pastime and it is said that he knew every inch of the island of Hongkong and had an intimate knowledge of the topography of the New Territories. Mr. Shand had been a regular worshipper at the Wanchai Wesleyan Church for over 30 years and was known as a very generous contributor to church funds. On the eve of his departure Mr. Shand was the recipient of a handsome silver tea-service from his colleagues at Taikoo, as an expression of their good wishes. He left by the *Empress of Russia*, yesterday.

H.M.S. "ROBIN" FIRED ON.

A REGULAR BATTLE.

COMMANDER TUDWAY WOUNDED.

An exciting incident occurred on the Canton River on Monday last, when H.M.S. *Robin*, proceeding from Canton to Wuchow to recover two launches, the *Kwangyat* and *Cheunghing* belonging to the A.P.C. Co., Ltd., which had been stolen, was fired on by troops on the banks of the river. H.M.S. *Robin* returned the fire and a regular battle ensued over a distance of four miles, the troops on shore using rifles and machine-guns.

That the firing was of a most determined nature is to be gleaned from the fact that bullets whistled all round the *Robin* and, unfortunately, her commander, Commander L. C. P. Tudway, D.S.O., D.S.C., was slightly wounded in the thigh.

Last night a representative of the *Daily Press* was informed that the *Robin* had returned to Canton with the wounded Commander on board. He has been removed to hospital for treatment, but the information is to hand that his wound is not very serious, and it should not be long before he is about again.

"SEASON TICKETS" ON THE KOWLOON FERRY.

We have received the following from the Hon. Secretary of the Kowloon Residents' Association:—

"In connection with the removal of the first-class entrance at the 'Star' Ferry Wharf, Kowloon, a letter has been received by the Association from the Ferry Company appealing for the assistance and co-operation of members in regard to the production of season tickets when travelling. The letter states: 'On account of the increasing number of season ticket holders, it has become impossible for our collectors to recognise them all, and in order that we may effectively check the traffic, it will be necessary in future for each season ticket holder, when travelling, to produce his or her ticket at the entrance to the wharves. We solicit the assistance and co-operation of members of your Association in this matter.'

"The Association, in forwarding this appeal to the newspaper press of the Colony for favour of insertion, wishes to urge upon members the desirability of co-operating with the Ferry Company in this matter, as the ready production of season tickets will greatly facilitate the operation of a service which, in view of the constantly increasing traffic, is becoming more and more difficult. By the provision of a separate entrance for season ticket holders and by the re-arrangement of the waiting accommodation, the Company is endeavouring to meet traffic needs and is deserving of the ready co-operation of the travelling public."

FATAL FALL OF EARTH.

TWO COOLIE WOMEN KILLED IN CONDUIT ROAD.

A landslide involving the death of two Chinese women coolies and serious injuries to two others, occurred in the neighbourhood of 39, Conduit Road, yesterday morning.

Excavations for the building of a retaining wall had been going on and the women were filling up their baskets at the time. A huge rock and a quantity of earth descended on them, and they remained buried until the police arrived. Eventually firemen were called from the station and they dug the two bodies out and despatched the two injured to hospital.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN DISARMAMENT.

ALLIES' ATTITUDE.

PARIS, May 29th.

An Allied Note has been handed to the German Ambassador reaffirming the Allied standpoint regarding the military control mentioned in the Note which was cabled on March 8th last.

[The Note referred to (published in the *Daily Press* on March 6th) claimed the right of the Inter-Allied Commission to verify all over Germany whether during 1923, when control ceased, Germany engaged in new military preparations, and whether disarmament could to-day be considered finally completed. If the German Government agreed to an enquiry, and the results be satisfactory, then the Allies would appoint a committee of guarantees or some similar effective organisation. The German Government had as a preliminary to reply satisfactorily to the five demands of the 1922 Note dealing with amendments in the laws concerning the export of arms, demilitarisation of the police, etc.]

RUSSIAN INTERNAL COMMERCE.

SOVIET'S MAIN AIM.

MOSCOW, May 29th.

M. Kameneff's report on internal commerce says the crisis of 1923 has been succeeded by a period of development. Commercial transactions thanks to the reform of currency by the Government, would no longer recourse to inflation. The Government's main aim in internal commerce was the consolidation of the co-operative societies, regulating the State markets, and the supply of articles at cheaper rates to the peasants, thus combating the domination of the retail trade by private capital, the rights of which would remain unchanged.

CANADIAN GOVT. MERCHANT MARINE.

HUGE LOSS ON A YEAR'S WORKING.

OTTAWA, May 29th.

It was announced in the the Government Merchant Marine showed a deficit on the past year, after meeting interest and other charges, of $9,389,000.

HOME MINERS' DECISION.

LONDON, May 28th.

A conference of the miners' delegates decided by 473 votes to 311 to accept a compromise.

OBITUARY.

NOTED FRENCH DIPLOMAT.

PARIS, May 29th.

M. Paul Cambon is dead.

[The late M. Cambon will be best remembered as the French Ambassador in England over a long period. It was in 1898 that he came to the Court of St. James'. Previous to that he had filled diplomatic posts at Madrid and Constantinople. In the course of his long sojourn in London he gained many academic and other honours. He was a D.C.L. and LL.D. of Oxford, Cambridge and Edinburgh Universities; was created G.C.B. in 1917, and G.C.V.O. in 1903. He also held his own country's Grand Cross of the Legion d'Honneur.

M. Cambon passed away at the age of 81 years.]

EARLIER CABLES.

EMPIRE AIRWAYS.

INITIAL VOTE PASSED.

LONDON, May 28th.

In the House of Commons, Mr. Leach, moving the Committee Stage of the Supplementary Estimate of £350,000 for airship development, said the prospect of reaching India in five days and Australia in from ten to twelve days, justified taking a few risks.—(Cheers).

If the scheme were successful he was confident of its tremendous possibilities. Three years was the outside period expected to elapse before being able to make the journey to India, but he was confident that it would be less. The Government proposed to begin research at Cardington and to proceed at the earliest building an airship of five million cubic feet capacity. He was not authorised to say that the Government intended to run a passenger service to India but it was purposed first giving the contractors the option of doing it themselves.

The vote was agreed to.

ANGLO-FRENCH RELATIONS.

PREMIERS' LETTERS ON REPARATIONS.

LONDON, May 28th.

The Foreign Office has issued the correspondence exchanged between Mr. Ramsay MacDonald and M. Poincare this month with reference to the proposed visit of the latter to the Chequers, which was later cancelled in consequence of French political circumstances. The letters are framed in exceedingly cordial terms.

Mr. MacDonald, in his first letter dated May 14th, asked if, in view of the uncertain political situation then existing, it was not possible to pursue the exploration of the problems arising out of the Dawes Report, at least tentatively for the time being, his object being to save time.

M. Poincare's reply dated May 15th, definitely declared the impending resignation of the cabinet but "thinks conversations can quite well continue in a preliminary form." In the meantime M. Poincare wrote a long letter on May 14th, which crossed Mr. MacDonald's, expressing the belief that from accounts received from Belgian Ministers of conversations with Mr. MacDonald, there was every ground for hoping that a final agreement could be reached without difficulty. He also recapitulated his Government's attitude in respect of the Dawes Report.

M. Poincare wrote to Mr. MacDonald on May 14th and said, "You are good enough to tell M.M. Theunis and Hymans that in the event of a breach in the undertakings contracted by her, Germany would find herself confronted by England, Belgium and France inflexibly united, as they were during the war. It seemed that you were difficult, however, to foresee at the present moment the nature of the guarantees which in such an eventuality we might be led to take by common agreement."

He added that there does not seem to be any doubt that Germany is deliberately violating the stipulations of the Treaty of Versailles, and is reconstituting her war material and military formations.

"FLIRTING WITH BOLSHEVISM."

ANGLO-SOVIET CONFERENCE.

CONCLUSION CALLED FOR.

LONDON, May 28th.

In the House of Lords, Lord Mayo, in moving for the immediate discontinuance of the Anglo-Soviet Conference, considered that flirting with Bolshevism did not commend itself to the Empire.

Lord Parmoor said the Government hoped the Conference would continue until an arrangement satisfactory to both countries was reached. He thought there was no reason why this result should not be obtained if outside partisans abstained from interference. The Government was endeavouring to speed up the negotiations but a large number of issues were involved, several of which were of great importance. The Government regarded the attainment of an agreement as most important to Europe.

Lord Curzon declared that the conference *communiques* had been negative, ambiguous and obscure. He did not wish to be unfriendly or harsh and he therefore suggested a modification to the motion, to the effect that the Conference should be brought to as early a conclusion as possible.

The House agreed.

THE SERVICES IN INDIA.

CONFLICTING VIEWS ON LEE REPORT.

SIMLA, May 28th.

Service circles and the Anglo-Indian press are of opinion that the Lee Commission's report dated May 27th offers a satisfactory solution of the question of the position of the Services, but doubts its success as an experiment for the recruitment of the Services provincially by Indian Ministers and rapid Indianisation.

The Indian Press unanimously condemns the report on the ground that it gives overwhelming and uncalled-for concessions to the Services. Indian members of the Assembly are also hostile and propose to move a resolution in connection with it.

DUTCH SHIPPING GRANT.

THE HAGUE, May 28th.

The Second Chamber by 48 votes to 28, passed a Bill granting the Royal Dutch Lloyd Steamship Company a credit of five and a quarter million florins.

BRITISH INVENTOR'S CLAIMS.

OFFICIAL STATEMENT ON THE "DEATH RAY."

LONDON, May 28th.

The question of the so-called "death ray" was raised in the House of Commons.

Replying to Commander Kenworthy, Mr. Leach emphasised that Mr. Grindell Matthews was offered and refused an opportunity to demonstrate his invention under conditions which would satisfy a scientist or business man. Every facility had been offered him to give a demonstration satisfactory to himself and the Services. The Departments had been placed in a difficult position in dealing with Mr. Matthews partly owing to a vigorous Press campaign conducted on his behalf—(Opposition cheers) and because it was not the first occasion on which he had submitted schemes for which extravagant claims had been made. Consequently the Departments were unable to accept Mr. Matthews' statement with regard to this invention without scrutiny, which, apparently, he was not prepared to face.

THE WORLD'S SPORT.

THE HOME DERBY.

PROBABLES, PRICES AND JOCKEYS.

DONOGHUE MAY RIDE THE FAVOURITE.

LONDON, May 29th.

The following are the probable starters, current prices, and jockeys for the Derby.

Tom Pinch (13/2) ..... Donoghue (probably).
Bright Knight (17/2) ..... Frank Bullock or Lane.
Diophon (9/1) ..... Hulme.
San Sovino (10/1) ..... Weston.
Dawson City (100/8) ..... Jelliss.
Donyelon (100/7) ..... Carslake.
St. Germans (100/6) ..... Frank Bullock or Lane.
Salmon Trout (100/8) ..... Gardner.
Knight of the Garter (20/1) ..... Archibald.
Obliterate (25/1) ..... Lister.
Tippler (25/1) ..... Childs.
Hurstwood (28/1) ..... V. Smythe.
Woodend (33/1)
Parmenio (33/1) ..... Elliott.
Spalpeen (33/1) ..... O'Neill.
Defiance (50/1) .....
Resinato (100/1) .....
Arausio ..... R. Jones.
Bucks Yeoman ..... M. Beary.
Great Barrier ..... J. Leach.
Polyphontes ..... McLachlan.
Reggio ..... Pryor.
Sand Blast ..... Perryman.
Solar Eclipse ..... A. Smyth.

Other probables are:—Anchorite, Canusa, Balderston, Corolet, Despatch, Bob Flint, Eaglestone, Gurgil, Brownside, Henri, Optimist, II., Royal Sequence, Santorb and Shambles.

BRITISH AMATEUR GOLF CHAMPIONSHIP.

FIELD REDUCED TO 32.

LONDON, May 28th.

At St. Andrew's drizzling rain fell almost throughout the day. There was a tragic incident in the morning when a spectator, following the American match, dropped dead on the green.

To-day's play reduced the field to thirty-two. J. Birnie (Inverness) defeated Brown by two up and one to play, in the second round. In the third round Wethered was poor, defeating Martin Schunk, of Hale, by three up and two to play. Tolley was brilliant, and beat last year's semi-finalist, Douglas Grant, of St. Georges by two up and one to play.

There was a classing of Internationals, the Scot, John Cavrn, who has been brilliant since the start of the championship, defeating the Englishman, Noel Layton, by 5 and 4. Braid beat G. Humphries (Stourbridge) by one hole.

The 1922 Champion, Holderness, beat Major Clarke, of Nairn, by 6 and 4. Robert Harris, of the Royal and Ancient, beat J. Board of Home Park, by 2 and 1.

OLYMPIC FOOTBALL.

PARIS, May 28th.

In the second round of the Olympic soccer competition, Ireland beat Bulgaria by one goal to nil; and Switzerland drew with Czecho-Slovakia. The latter match will be replayed on Friday.

AMERICAN BASEBALL.

NEW YORK, May 29th.

AMERICAN LEAGUE.

Washington, 4; New York, 7.
Philadelphia, 2; Boston, 1.
Cleveland, 5; Chicago, 0.
Detroit, 4; St. Louis, 3.
Second Games:—
Washington, 6; New York, 1.
Philadelphia, 0; Boston, 1.
Cleveland, 6; Chicago, 13.
Detroit, 0; St. Louis, 7.

NATIONAL LEAGUE.

Boston, 1; Philadelphia, 4.
Chicago, 9; Pittsburgh, 6.
St. Louis, 6; Cincinnatti, 0.
St. Louis, 5; Cincinnatti, 6.
New York, 6, Brooklyn, 5.
New York, 4; Brooklyn, 2.

EARLIER CABLES.
[REUTER'S AMERICAN SERVICE.]

U.S. NAVAL STRENGTH.

INCREASED CONSTRUCTION SANCTIONED.

AIMING AT THE 5-5-3 RATIO.

WASHINGTON, May 28th.

The House of Representatives has passed a Bill to bring the Navy to the 5-5-3 ratio, authorising the construction of eight scout cruisers, six river gunboats and extensive improvements to six battleships at a total cost of $111,000,000.

May 29th.

The House of Representatives has rejected an amendment to the Naval Bill authorising an appropriation for the elevation of guns of certain battleships, but has approved the expenditure of $18,500,000 for the conversion of six battleships to oil-burners and for the provision of additional protection against submarines and aircraft.

THE U.S. PRESIDENCY.

AN INDEPENDENT CANDIDATE.

WASHINGTON, May 28th.

Senator Lafollette has announced his willingness to run independently for the Presidency if neither of the two great parties at the forthcoming conventions show its ability or willingness to purge itself of the long domination of evil influences.

At the same time he denounces the Communists, whom he charges with seeking to obtain the control of the farmer, and labour.

The Progressive Convention is meeting in St. Paul, on June 27th.

ROYAL DUTCH DIVIDEND.

A NEW ISSUE.

THE HAGUE, May 28th.

The Royal Dutch Company announce a final dividend of fifteen per cent. for 1923, together with an exceptional payment in July of an interim dividend of ten per cent. for 1924. This is being done to help shareholders pay for the forthcoming issue of shares.

FIRE AT BUKHAREST.

AMMUNITION DUMP EXPLODES.

BUKHAREST, May 28th.

A fire broke out in an ammunition dump in the centre of the city, causing numerous explosions and much damage in the vicinity. A large force of firemen is endeavouring to localise the fires.

U.S. COASTAL RUM FLEETS.

CABLES DAMAGED.

NEW YORK, May 28th.

The Western Union and French Cable Company are vigorously protesting to the authorities regarding damage caused to cables by rum fleets anchored off the New Jersey and Long Island coasts.

They estimated the damage at several hundred thousands of dollars annually and it is alleged that it is caused by rum-runners while riding out in heavy seas dragging their anchors and breaking the cables.

COASTER AGROUND.

CARGO OF MERCHANDISE FOR HONGKONG.

It is reported that the *Po Lee*, a small coaster of 450 tons, went aground at Sai Ying Bay, near Tchek Ham Point, when about two hours steam from Kwang Chow Wan, on the 26th instant.

A telegram was received by the owners, the Tung Wah Steamship Co., on Wednesday, to the effect that the *Po Lee* had sustained very little damage, and was able to float off with the high tide. She, however, returned to Kwang Chow Wan for a closer inspection of the damage. The vessel had on board a full cargo of general merchandise consigned to Hongkong.

The *Po Lee* was formerly under the Portuguese flag but has now been transferred to Chinese registry.

ENGLISH AT THE UNIVERSITIES.

The position of the study of English at the Universities is rather painfully exhibited in the messages of the two crews to the Secretary of the Fellowship of the British Empire Exhibition:—

"The captain and members of the Cambridge Boat Crew on the eve of the great race send *their* hearty greetings to the Fellowship of the British Empire Exhibition. *We* shall do our best, *etc.*"

"The Oxford Crew wishes to send you *its* best wishes to express *their* willingness to co-operate with you in every manner that *it* is able."

Which is the more heinous offence—to combine direct and indirect narration or to confuse singulars and plurals?

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

LATEST BANDIT OUTRAGE.

MORE MISSIONARIES CAPTURED.

PEKING, May 29th.

A party of missionaries, Messrs. Jaffray and Carne (British) and Rev. Pay and Doctor Miller (American) travelling from Wuchow to Pinglo aboad the American hospital ship *Soanoke* were captured by bandits at Taiwan, ten miles from Pinglo. The whole party was carried off to the hills.

This is the party mentioned as proceeding to Kweilin with the object of succouring the missionaries that were beleaguered in the city, reports having reached Wuchow that two missionaries had been killed in Kweilin.

The American Vice-Consul, Mr. Chamberlain, has been sent to Wuchow from Canton to try to effect the release of the captured missionaries and to see what can be done to help them at Kweilin.

The British and American Legations have drawn the attention of the Chinese Government to this latest outrage, requesting that immediate steps be taken towards the release of the missionaries.

FOOCHOW, May 29th.

Mr. Carroll has received a letter from Mackay, dated the 26th inst. He is weak and is hoping for early relief.

TOKYO TELEPHONE SYSTEM.

NEW EQUIPMENT TO BE ALL BRITISH.

LONDON, May 29th.

It is announced that the whole of the equipment for the reconstruction of the Tokyo telephone system is to be manufactured in London and Liverpool.

The first portion of the contract, amounting to $750,000 has been placed in America.

THE FRENCH FLIGHT.

AIRMAN LEAVES FOR PEKING.

SHANGHAI, May 29th.

Capt. Doisy left Shanghai at five o'clock this morning. He passed over Nanking at 8.45.

LATER.

Capt. Doisy arrived at Hsuchowfu at 8.50 a.m. and left for Tsinanfu at two o'clock in the afternoon.

PEKING, May 29th.

Capt. Doisy arrived at Nanyuan at 5.45.

AMERICAN WORLD FLIGHT.

SATURDAY'S PROBABLE START.

SHANGHAI, May 29th

A message from Tokyo says that the American airmen are expecting the weather to permit them to "hop off" from Kasumigaura on Saturday, making Kagoshima the same day, and only stopping at Kushimoto for fuel. At present they are busy testing out the new engines and effecting necessary repairs.

[BY COURTESY OF THE "DAILY BULLETIN."]

WEIHAIWEI NEGOTIATIONS.

MR. LIANG'S RESIGNATION ACCEPTED.

PEKING, May 28th.

A mandate accepts Mr. M. T. Liang's resignation and instructs the Waichiaopu to carry on the Weihaiwei negotiations.

SINO-GERMAN AGREEMENT.

BERLIN NOT SATISFIED.

PEKING, May 28th.

It is reported that a hitch has occurred in the Sino-German negotiations, owing to the German Government not approving of the proposed agreement.

COL. CHEN'S RE-TRIAL.

PEKING, May 28th.

The Waichiaopu has informed the British Legation that Colonel Chen's re-trial will be held at the Ministry of War on May 30th.

Mr. Eric Teichman will attend as official observer.

JAPANESE VESSEL AGROUND.

TOKYO, May 28th.

A despatch from Toba, near Nagoya, says that the *Asahi*, a special service vessel, is aground.

LATER.

The *Asahi* has been refloated.

No damage was sustained.

CHRISTIANITY AND CHANGING CHINA.

In the current number of *The East and the West*, Dr. S. Lavington Hart, of the Anglo-Chinese College at Tientsin states that thirty years ago at Wuchang, when the war between China and Japan was running, not much interest was shown as to the result. The Viceroy of the two Central Provinces had been instructed to prepare munitions and send men to the front.

These preparations could be seen in the blacksmiths' shops: long iron barrels were being fashioned into unwieldy guns requiring three men, the muzzle resting on the shoulder of one, the breech on the shoulder of the second, while the third man twisted his two comrades about until he was ready to fire. When men and guns were fully ready they were sent down by sailing boats to the mouth of the Yangtsze river, and arrived when hostilities had ceased. Such was the political interest thirty years ago, and such the state of military preparedness.

To-day the one topic that unites all parts of China together is the desire to resist the aggression of their Eastern neighbour, and the largest standing army in the world, equipped for modern warfare, is that of China. China has awakened to national self-consciousness in this generation. It has awakened, but it is not moving yet. A quickening of the national spirit in a race that is dying out would present an interesting phenomenon to onlookers; the spectacle would be more amusing than alarming.

With the Chinese race, however, there is no suggestion of decadence or disappearance. It is precisely the increase that is occurring year by year in the population of that country that should compel the rest of the world to wonder whether the time of China's moving is not far off.

INDUSTRIALISM INCREASING.

Together with the growth of population there is another change occurring which is very significant. Huge mills are to be seen in every large port. The output is becoming more considerable each year, and because of the woefully underpaid labour it is produced at such low rates that markets in other parts of the world must be affected. And yet it cannot be said that China is moving yet; it is awakening, and beginning to stretch itself, that is all. When it really moves, the world will know it.

The time is passing quickly when passivity can be counted upon. The students' strike against their own officials is a clear index that a restive criticism is soon to replace the old indifferent tolerance, especially when there may be reason to fear that the national dignity will not be maintained. It is not enough to continue counting on the natural peaceful character of the Chinese race and the absence from its foreign policy of any note of aggression; this was true enough when China, because of its isolation, was free from foreign policy of any kind. To-day China is in intimate, and at times painful, contact with the rest of the world. What its policy in the future is to be depends upon the nature of the treatment it receives at the hands of its neighbours, and the spirit of friendship or otherwise that permeates its people.

While we and the world are waiting for the stirring of Napoleon's giant, and wondering whither the momentum of this huge mass will take us, we have to recognise that the motive power and the directive energy behind the immense changes about to take place will be determined by the great moral forces of justice, friendship, and goodwill. It is in this most important connection that Christianity exerts its mighty influence, though at present Christians are only one in a thousand of the population. Still Dr. Hart says the activities of the Christian forces in China are varied and manifold.

CINEMA NOTES.

CORONET THEATRE.

Few have questioned Mary Pickford's right to be America's sweetheart. Judicious selection has ensured the best of her film productions for Hongkong screens and she has aspired to the top of the three here. In "Suds" which will be exhibited at the Coronet till Sunday she gives another pleasing performance. Not only is her acting in this picture a criterion of her dramatic ability but the story is one that provides plenty of light comedy. Those who have already been to this feature have come away loud in their praises and describe the show as an hour or so well spent.

QUEEN'S THEATRE.

"Youth to Youth" which will be presented at the Queen's Theatre from to-night till Monday, tells a wholesome and thoroughly entertaining story of the troubles of a musical comedy star whose reputation is being damaged by unjust scandal. She assumes another name and joins a travelling troupe in the provinces. There she finds happiness and a true lover but she almost loses both when her sweetheart, in his ambition to make her famous, reveals her whereabouts. A happy ending finds all the principals contented and the lovers united.

Billie Dove as the actress gives a sparkling display portraying the character with real skill and understanding. Cullen Landis is the sweetheart of the charming Billie and others in the cast include Eazu Pitts, Edythe Champan, Noah Beery, Marie Van Buron and Hardee Kirkland.

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Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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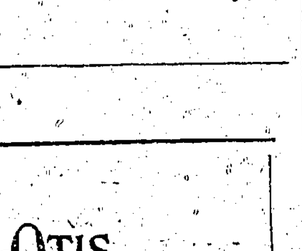

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, April 28th.

For convenience and compactness, there is nothing to equal the sewing kits which Paris has lately invented. They are the size of a thick lip salve stick, are capped with a thimble that serves as a screw top as well, and contain a hollow bobbin on which is room for a dozen or so needles, and round which is rolled in ruled-off inches three different shades of thread. These dainty little kits are being made of galalith, and celluloid of the most charming colours—smoky amber, lacquer red, kingfisher blue and a mixture of ivory and white, whilst others are being made of metal or of gold and silver delicately chased and bearing the owner's monogram engraved on the lid. The feminine virtues are certainly returning to fashion! It is a long time since the heroines of novels were painted as being so practical that "housewife" formed one of the necessary objects of their handbag.

Straw and leather combine to make a wide-brimmed summer hat created by Jeanne Arnot. The square-topped crown of this model is of straw, and so is the wide brim, but this latter is covered with suede with a design cut through it so that the yellow straw shows through the havana-coloured leather. The only trimming is a strip of the cut leather that encircles the crown and ties in a flat bow at the right side.

Long, pear-shaped earrings are the latest decoration designers have thought of in their frenzy for ensembles, to repeat the trimming of a dress. They are made of galalith or glass, in every one of the brilliant shades that are fashionable this season. The idea is to possess half a dozen or so pairs of these and wear them to match one's frock, to repeat a note of colour in the trimming or to intensify the foil created by a bright lining to a dark jacket or coat. As coloured shoes are as much a thing of the past as elastic-sided boots, these bits of bright colour about the face are being made to take their place in the general colour scheme of things. Earrings that are balls of crystal are worn a good deal with ivory or black dresses; if possible, a beautifully-carved crystal medallion or motif suspended round the neck on a black silk corded ribbon, is worn to match the earrings.

Frivolous little handbags for the coming summer season are being made of two circles of cloth partly joined together, and veneered over with a spiral of heavy metallic cord. From the centre peeps the head of a demure little doll, endowed with an enormous head of hair. It seems only in keeping with the paradox of modern life in general and modern femininity in particular, that, whilst fashionable women are going about the world with the back of their heads cropped close like a man's, fashionable dolls are being fitted with wigs as voluminous and "bushy" as the crop of a South Sea island native.

The latest shape in corsets is long, supple and boneless, and fastens with two lines of lacing, one each side of the front seam. A waist belt, destined essentially for morning wear, is made of firm satin, and buttons down the back with four strips of elastic formed into loops with which to fasten the buttons, at the same time as they supply the necessary resiliency for comfortable walking. This model, like all corsets these days, is fitted with two pairs of suspenders.

Morning frocks, of late, have shown a tendency to have cut-out fronts to reveal underneath a charming vestee. A simple example I saw recently was made of silk pointed into a straight band that crossed over the chest just below the collar bone, thus filling in the opening caused by the cut-out front and achieving, at the same time, the fashionable square neck effect.

For little girls, we see modes which reproduce in quaint miniature the fashions worn by their mothers. Thus, the tunic idea appears in a frock designed for a little girl by one of the children's clothes specialists of Paris; the skirt of white serge is knife-pleated and is surmounted by a blouse of green and white checked woollen crepe that stops just at the hip level in an incipient umbrella flare; the blouse is fitted with elbow-length sleeves finished with turned-backed cuffs of white organdie, and a quaint little round collar of organdie fits with perfect flatness on the round-cut yoke.

Fans are on their way back to fashion's favour, but this time, instead of the enormous models behind which a woman could almost hide herself, it is the small fans, inspired by the delicately-painted and filagreed fans of tortoiseshell, sandalwood and ivory which were among the coquetteries of the Empire period that are clamouring for attention. Those who can afford to ransom genuine antique fans of this period from the antique shops, are the most to be envied, but, for those who can not, fan makers have created some very charming little modern fans of painted silk mounted on delicate mother of pearl sticks, as well as fans of black lace mounted on ivory or ebony sticks.

Two layers of georgette, often embroidered on heavy silk floss, and collared with fur is a combination that can be made up successfully into one of the full-length coats that are both novel and correct for afternoon wear. A single layer of white georgette is sufficient to make a three-quarter length coat, also of the wrap-around type, and, when this is collared, cuffed and banded with white fox, it makes the most delectable of evening wraps.

A large whirl of ostrich feathers makes a charming ornament for the girdle of an evening gown. It may either match the gown or, where this is white, grey, black or some other neutral shade, it may be brilliant in hue and so supply the one touch of colours that is needed to "liven up" the general effect. Another "ostrich" idea is to mount a single ostrich plume of an outside never dreamed of even by the bird, itself, onto a tortoiseshell or ivory handle; although this is called a fan, it can rarely be of any practical use in that capacity, but, like the ostrich whirl placed at the girdle, it can, if needs be, supply a most charming and decorative note of colour.

The feminine necktie is to be seen from time to time. Martial and Armand tie the back of a roll collar to the neck with a black gros-grain ribbon which encircles the throat and ends in a port bow knot

(Continued on next column.)

under the chin. A number of other designers are adding round-cut collars to their blouses and finishing them with cross-striped, checked or diagonal-striped ties that are long and ribbon-like and certainly contribute an airy effect of youth to the frock or costume they adorn.

Batik patterning has enlarged its scope, and, instead of the all-over patterned silks that we have seen so much of—too much, perhaps—during the past three months smart women now only wear dresses decorated with a band or a motif designed specially for this one particular gown. If the hat worn with it is a covered shape, this also may be decorated with the same band or motif, to match. But, the day of the all-over batik pattern is passed.

The dogs most seen on the Champs Elysees and at fashionable gatherings these days are the big, wolf-hound police dogs (called, strangely enough, by the French, "Bergers Allemands" or German sheep-dogs) the shaggy little Scotch terriers and the raggy Irish terriers which have such a humorous look in their eyes, and the frolicksome Chow dogs, looking far more like agile bear cubs than a respectable sample of any canine family. But, the dog most seen of all, is the tiny Pekinese. Some of these diminutive balls of fluff are so tiny that they can be carried in a muff or a coat pocket, although, as a rule, Madame prefers to drag her pet about, with her attached to a chest-spreader and leash of vivid blue or crimson leather studded with dots of silver.

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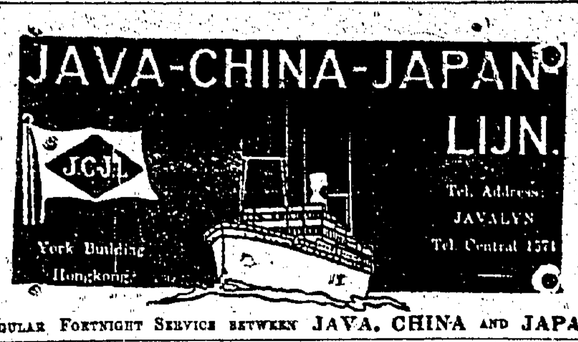

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TJILIWONG ..	JAVA	1st June	3rd June	SHANGHAI
TJILATJAP ...	KELUNG	4th "	6th "	BANKA, BILLITON & BATAVIA
TJIMANOEK ..	JAVA	11th "	13th "	SHANGHAI
TJISONDARI ...	SHANGHAI	12th "	14th "	BATAVIA
TJISALAK ...	JAPAN	— "	21st "	MAKASSAR & SOERABAIA

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HOMEWARD BOUND:
S.S. "OUDERKERK" ...Rotterdam, Amsterdam, Hamburg & Bremen .....End of June

OUTWARD BOUND:
S.S. "WESTERDIJK"... ... ... due Hongkong 3rd June
S.S. "OLDEKERK" ... ... " " 1st July

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"ANDES MARU" — Sunday, 1st June

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"CANADA MARU" ... — Friday 6th June

BOMBAY via Singapore and Colombo.
"BORNEO MARU" (Calls at Penang) ... — Wednesday, 4th June,
"SUMATRA MARU" ... ... — Friday, 20th June

BANGKOK, SAIGON via SINGAPORE.
"KISHU MARU" — Sunday 1st June

CALCUTTA via Singapore & Rangoon.
"GANGES MARU" (Calls at Penang) Thursday 26th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"ARABIA MARU" — Wednesday, 9th July.

NEW YORK via Japan Ports, San Francisco and Panama.
"HAVRE MARU" ... ... Beginning of July.

JAPAN PORTS—Moji, Kobe, Osaka, Yokkaichi and Nagoya.
"AMZON MARU" ... ... Saturday, 14th June.
"CELEBES MARU" ... ... Thursday, 19th June
"ARIZONA MARU" ... ... Monday, 30th June.

KEELUNG via SWATOW & AMOY.
"KAIJO MARU" ... ... Sunday, 1st June, Noon.
"AMAKUSA MARU" ... ... Sunday, 8th June, Noon.

TAKAO via SWATOW & AMOY.
"KOTSU MARU" ... ... Thursday, 5th June, 10 a.m.

TAKAO & KEELUNG.
"BUSHO MARU" ... ... Sunday, 8th June

For further particulars please apply to—
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About 9th June, 1924.

	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S.	"Malaya" ...	5th June	11th July
M/S.	"Annam" ...	2nd July	—
M/S.	"Australien" ...	2nd August	—
M/S.	"Java"	4th September	—

Subject to change without notice.
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YORKSHIRE AND DEVONSHIRE.

RIVAL CLAIMS.

The Society of Yorkshiremen in London, having sent a challenge to the London Devonian Association declaring that the country of Yorkshire had exercised a greater influence on the national life and character than the country of Devon, representatives of the two counties met before a large audience at the Royal United Service Institution, Whitehall, last month under the presidency of Sir Ernest Wild, K.C. (Recorder of London), to debate the question.

Mr. H. V. Rabegliati opened the case for Yorkshire, and recalled the fact that a Yorkshireman, General Fairfax, during the Civil War in 1646 defeated General Hopton at Torrington, and within four months had subdued the whole of Devonshire for the Parliamentary forces. The speaker declared that the reputation of Devonshire had been living for 350 years on the tradition of a limited number of great men.

As for the Devonshire Man's boast about his cider, the speaker said that cider was a drink that a man consumed when he could not get beer, and which, when the evening had far advanced, was accepted from the waiter as champagne. (Laughter.) He was equally contemptuous of Dartmoor, where the visitor was beset by many perils and where behind every boulder in the dark a convict lurked. "You don't know much about Dartmoor," said the speaker, "until you make the acquaintance of Sir Ernest Wild.

As for Devonshire's famous sailors—Drake and Hawkins—it was merely by accident that they became famous. A Yorkshireman—Capt. Cook—had discovered the great British Dominion of Australia. The speaker also claimed superiority in sport for Yorkshire.

AN AMIABLE TRADITION.

Commander Collingwood Hughes, M.P., the champion of the cause of Devonshire, declared that possibly the greater proportion of the convicts that his opponent said lurked behind the Dartmoor boulders came from Yorkshire. Devonshire was the county that William the Conqueror failed to conquer. Commander Hughes stated that a King of England on one occasion sent to Scotland for 2,000 brogues for his troops. Through bad handwriting the message read "rogues." Two thousand rogues were collected easily in the Clyde district. They were dispatched to England, but when the King learned of the mistake he ordered that they should not be allowed to travel any further. By this time the 2,000 had got as far as York, where they were halted. They spread themselves all over Yorkshire, and became the ancestors of the people of Yorkshire.

Sir Walter Raleigh a Devonshire man, had introduced into England tobacco, which had exercised a very steadying and soothing influence on the national character, and he had introduced the homely but succulent potato. John Gay, the writer, of "The Beggar's Opera," was a Devonshire man.

Mr. E. Kilburn Scott pointed out that the Pilgrim Fathers were led by Yorkshiremen.

Lieut.-Col. C. Pinkham deplored the taste of Yorkshiremen in eating cheese with apple tart. They had a saying in Yorkshire, "A apple tart without the cheese is like a kiss without the squeeze." How could they argue with people like that!

A CARELESS SMOKER.

DROPPED MATCH THAT CAUSED £80,000 FIRE.

The recent fire in the P. & O. steamer *Moldavia*, which was recently at Plymouth, has been attributed to a lighted match being dropped in No. 3 hold.

This is the decision of a Marine Court held at Fremantle, Western Australia, which has delivered judgment with reference to the outbreak.

The Court found that the fire originated in No. 3 hold of the vessel when she was lying at Victoria Quay. The outbreak was caused unintentionally by an unknown man who carelessly used a lighted match, which ignited some inflammable material in the hold. This man, who could not be identified, was working cargo in the hold with other men about the time the outbreak occurred.

The total estimated damage caused to the vessel was approximately £5,000, and to the cargo, approximately, between £70,000 and £80,000.

The Court thought there should be stricter supervision during the time of working of cargo in vessels for the purpose of preventing such an occurrence as happened in that instance in regard to smoking and the using of naked lights or anything in the nature of fire in the hold.

PANAMA AND SUEZ TRAFFIC IN 1923.

In the "Panama Canal Record" for February 27th, 1924, there was published a comparison of the net tonnage of vessels using the Panama and Suez Canals during the calendar year 1923. As the measurement rules of the two Canals are not identical, and as the Suez statistics include all vessels in transit, while United States Naval vessels, Army transports, and other public vessels of the United States are commonly omitted from the Panama statistics, an exact comparison on the basis of net tonnage is difficult. The statistics of cargo in transit are a more important measuring rod. According to figures published in the *Suez Bulletin* for January 25th, 1924, the cargo passing through the Suez Canal in 1923 totalled 22,777,000 tons. The cargo in transit through the Panama Canal during the same period aggregated 25,100,545 tons in commercial vessels, and 247,560 tons in ships in Government service, a total of 25,488,105 tons.

WONDERFUL STAMPS.

[BY A PHILATELIST.]

Stamp collecting has been becoming more and more popular for the past few years. But there is a world of difference between the collection of the small, but ardent, schoolboy and the great collections which have been accumulated by such enthusiasts as His Majesty King George. To compile a first rate collection the Philatelist must be ready to spend money—large sums of money—for stamps that are rare fetch prices comparable with those paid for pictures by the old masters.

The serious collector of rare stamps must be a man of resource. He must go beyond the auctions which are held from time to time in different parts of the world, he must run to earth his treasures in much the same manner that a detective runs to earth his quarry. I remember some years ago meeting at a Philatelic Society gathering a young collector who possessed a really remarkable collection. He had some of the most rare stamps—worth anything up to £300. I asked him how he had accumulate this fine collection. His method was highly original. He hunted back through year books and official publications of statistics and marked those distant places that had in years past done big trades in certain goods with those towns in England and Scotland which exported specific merchandise and manufactures. He then descended on the particular town or city he had picked out and wormed his way into the business offices of old firms. Here, he said, he had come upon old and forgotten letters, some of them nearly a hundred years old, which bore stamps of great rarity. These he acquired at quite low figures, and, in some cases, for nothing at all.

HIGHEST PRICE FOR A STAMP.

Perhaps the highest price ever paid for a stamp was £7,000 paid for the rarest stamp in the world. But this high price is by no means unique. An 1856 British Guiana 4 cent stamp fetched £822, a Mauritius £2,171, an Hawaiian £3,000.

The bidders who run up the prices to such startling figures are chiefly Americans, and it is in that country that the two finest collections in the world are, although the King's superb albums run them very close.

The profits made by professional Philatelists are sometimes very big. For example, a Rumanian stamp changed hands at £150 in 1904. In 1921 it was bought for the famous Ferrari collection for £1,222, after changing hands in the meantime only twice.

The professional collector never stays long in one place. He must travel constantly. Big auctions held in London, Paris, Vienna and New York draw crowds from all parts of the world. Then too, the man who is out to miss no opportunity, contracts the habit very quickly of searching in likely places for hidden rarities. Even so, after deducting the costs of this constant travel, the profits make the quest well worth while.

Stamp collecting has become such a science, the number of issues so numerous, that for a person of limited means the making of a general collection embracing all countries is out of the question. The best plan for the amateur enthusiast is to concentrate on one small field, say, for instance, Jamaicans, or old English stamps. He will find that to bring together an interesting and fairly comprehensive collection of even so limited a field, will keep him very busily employed. An example of the purse-limitations of the collector of small means comes to hand from Paris this week. A cancelled British 1d. black bearing an 1840 postmark was sold for no less than £187.

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SAILINGS SUBJECT TO ALTERATION.

SHANGHAI via SWATOW	"YATSHING"	Friday,	30th May 10 a.m.
SHANGHAI	"LIENSHING"	Saturday,	31st May, Noon.
MANILA ...	"YUENSANG"	Saturday,	31st May, 5 p.m.
HAIPHONG via HOIHOW	"MINOSANG"	Sunday,	1st June, 10 a.m.
BANGKOK via SWATOW ...	"HANGSANG"	Tuesday,	3rd June, 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"YUSANG"	Wednesday,	4th June, 9 a.m.
SHANGHAI via SWATOW ..	"KWONGSANG"	Friday,	6th June, 10 a.m.
SANDAKAN ...	"MAUSANG"	Saturday,	7th June, 1 p.m.
MANILA via AMOY ...	"SUISANG"	Saturday,	7th June, 3 p.m.
HAIPHONG via HOIHOW ...	"LEESANG"	Sunday,	8th June, 10 a.m.
KOBE via SHANGHAI ...	"KUTSANG"	Wednesday,	11th June, 7 a.m.
TIENTSIN ...	"CHIPSHING"	Wednesday,	11th June, Noon.
BANGKOK via HOIHOW	"CHUNSANG"	Saturday,	14th June, 10 a.m.
STRAITS & CALCUTTA ...	"FOOKSANG"	Saturday,	14th June, 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for, Kudat, Jesselton, Labuan, Tawao and Labad Datu.

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"CARMARTHENSHIRE"	In Port	"GLENGARRY"	... ...	7th June.
"CARNARVONSHIRE" ...	12th June	London,	Rotterdam &	Hamburg.
"GLENTARA"	29th June			

Movements are subject to change without notice.
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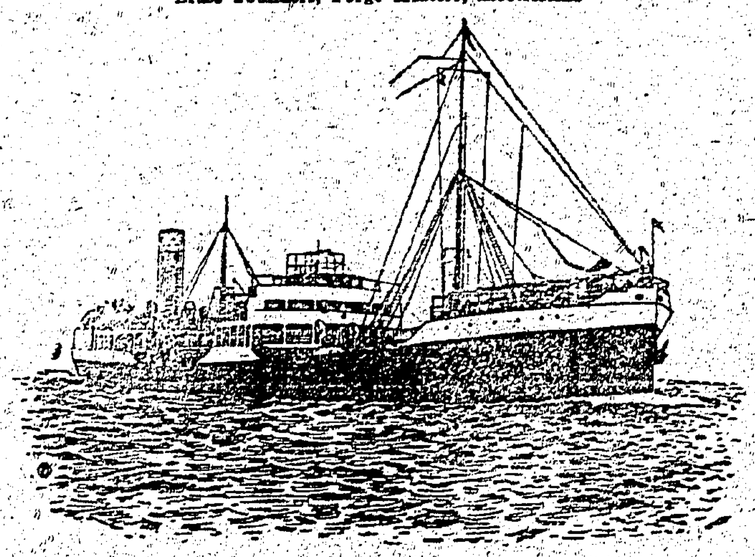

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SHIPPING NEWS

ARRIVALS.

May 29th.

Ho Sang, British str., 3,293 tons, Capt. J. M. Wright, from Amoy, with a general cargo, lying at buoy No. B7.—J. M. & Co.

Iris, Dutch str., 2,214 tons, Capt. R. Wyrdeman, from Pulo Samboe, lying at A. F. Co.'s wharf.—Asiatic Petroleum & Co.

Takada, British str., 4,222 tons, Capt. P. W. Rowe, from Kobe and Amoy, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackenzie Co.

May 29th.

Aizawa Maru, Japanese str., from Canton, lying at Stonecutters.

Benwannoch, British str., 4,161 tons, Capt. C. M. Marsh, from London *via* Straits Settlement, with a general cargo, lying at Kowloon wharf.—Gibb, Livingstone.

Drubak, Norwegian str., 1,102 tons, Capt. Nils Hjorth, from Bangkok and Haibow, with a general cargo, lying at buoy No. C36.—Thoresen & Co.

Hatching, British str., 1,267 tons, Capt. A. H. Stewart, from Saigon, with a general cargo, lying at buoy No. C38.—Douglas Lapraik & Co.

Henrik, Norwegian str., 1,350 tons, Capt. Haakin Brandt, from Bangkok, with a general cargo, lying at buoy No. B13.—Lee Bing Kee.

Kiangchow, British str., 1,545 tons, Capt. E. D. Davies, from Kohsichang, with a general cargo, lying at Stonecutters.—B. & S.

Kwichow, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C18.—B. & S.

Marea, British str., 5,946 tons, Capt. H. B. Garwood, from London, with a general cargo, lying at Kowloon wharf.—P. & O. S. N. Co.

President Jackson, American str., 8,377 tons, Capt. John Griffith, from Seattle and Shanghai, with a general cargo, lying at buoy No. A3.—Admiral Oriental Line.

Thalabba, Norwegian motorship 3,495 tons, Capt. Ole Nielsen, from Saigon, with a general cargo, lying at Kowloon wharf.—Thoresen & Co.

Yatshing, British str., from Canton, lying at buoy No. C35.

Yu Sang, British str., 1,123 tons, Capt. W. Field Hook, from Shanghai and Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

CLEARANCES.

May 29th.

Aizawa Maru, for Kowloung.
Apoey, for Saigon.
Borneo, for Canton.
Darboshi Maru, for Hongay.
Empress of Russia, for Shanghai.
Ho Sang, for Singapore.
Hydrangea, for Swatow.
Iris, for Siri.
Kawagiee, for Canton.
Morea, for Shanghai.
Pongtong, for Saigon.
Producer, for Saigon.
Prometheus, for Sebaltik.
Prosser, for Saigon.
Ryuho Maru, for Takao.
Servian, for Singapore.
Silvia Pellico, for Shanghai.
Taito Maru, for Canton.
Thalatta, for Shanghai.
Tjisalak, for Yokohama.
Tjimanuk, for Sourabaya.
Yatshing, for Swatow.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* arrived at Yokohama on the 28th inst. at 7.30 a.m., left at 5 p.m., the same day, and is due at Hongkong on June 4th at 2 p.m.

The O.S.K. s.s. *Borneo Maru* (Bombay line), sailed Moji for Hongkong on the inst., and is expected to arrive here on June 2nd.

The N.Y.K. s.s. *Kashima Maru* (European passenger line), left Moji for Hongkong *via* Shanghai on May 28th, and is expected here on May 3rd.

The N.Y.K. s.s. *Fushimi Maru* (European passenger line), left Singapore for Hongkong on May 27th, and is expected here on June 1st.

The N.Y.K. s.s. *Ceylon Maru* (Bombay line), left Singapore for Hongkong on May 25th, and is expected here on June 1st.

The N.Y.K. s.s. *Hakusan Maru* (European passenger line), left London for Hongkong, *via* Suez, on May 24th, and is expected here on June 30th.

The N.Y.K. s.s. *Hakozaki Maru* (European passenger line), left London for Hongkong, *via* Suez, on May 10th, and is expected here on June 16th.

The Admiral Oriental Liner *President Jackson*, which sails from this port at 5 p.m. to-day, is due in Manila at 7 a.m. on June 1st. She returns from that port at 5 p.m. on June 4th, arriving here at 7 a.m. on June 6th, and will sail for Victoria and Seattle *via* Shanghai and Japan at 10 a.m. on June 8th.

The Dollar Steamship Liner *President Hayes*, which is due at this port on June 23rd, sailed from San Francisco on May 25th, on schedule.

The Dollar Steamship Liner *President Van Buren*, which is due at this port on June 9th, sailed from San Francisco on May 10th, on schedule.

The s.s. *Serpedon* (Blue Funnel Line), arrived at London on the 27th inst.

The s.s. *Ixion* (Blue Funnel Line), left Port Said on the 23rd inst. for Boston and New York.

The s.s. *Machaon* (Blue Funnel Line), left Port Said on the 27th inst., for London, Rotterdam and Antwerp.

The s.s. *Elpenor* (Blue Funnel Line), left Liverpool on the 24th inst. for Hongkong, Shanghai, Kobe and Yokohama, and is due here on or about June 26th.

The s.s. *Pyrrhus* (Blue Funnel Line), left Liverpool on the 24th inst. for Penang, Singapore, Hongkong, Shanghai, Kobe and Yokohama, and is due here on or about June 26th.

The s.s. *Polyphemus* (Blue Funnel Line), left Singapore on the 27th inst. for this port, and is due here on June 3rd.

The s.s. *Dardanus* (Blue Funnel Line), for London, Hull, Rotterdam and Hamburg, left Shanghai on the 28th inst. for this port, and is due here on the 31st inst. She will be despatched at noon June 2nd.

PASSENGERS.

DEPARTURES.

Per *Empress of Russia*, on May 29th:—Mrs. Annett, Mr. and Mrs. T. A. Allen, Rev. Acisclo Alfajome, Miss Adair, Mr. and Mrs. Franz Bruhn, Mr. F. H. Bugbird, Mr. and Mrs. Herbert Bethell, Mr. and Mrs. Herbert Bethell, Mr. and Mrs. E. Le Roy Bowen, Mr. and Mrs. D. Brown, Mr. and Mrs. S. Baker, Mr. L. Bennett, Mr. J. A. Bruce, Misses Katherine and Incille Brown, Master E. A. Brown, Mr. and Mrs. A. Cameron, Mr. and Mrs. P. S. Cassidy, Mr. Chung Nam Ming, Mr. Chin Kun Lun, Mr. B. K. Chan, Capt. and Mrs. G. T. Collar, Miss Marian Collar, Mrs. P. M. Canney, Mrs. R. E. Collins, Mr. C. K. Chen, Major and Mrs. G. R. Callender, Miss Janet Callender, Mr. M. F. Carver, Mr. Chew Shuck Dock, Mr. Chan Chan, Mr. E. Des Vœux, Mr. J. F. Dorsser, Mr. and Mrs. H. Denning, Mrs. M. O. Dowie, Miss Euca Dowie, Misses Nancy and Barbara Dowie, Miss Aloha Dellinger, Mr. and Mrs. J. M. Elizalde, Mr. and Mrs. O. I. Ellis, Masters David and Isaac Ellis, Mrs. E. Esbelman and infant, Mrs. Fung, Mr. and Mrs. O. D. Frost and son, Mr. D. C. de Forrest-Clarke, Mr. O. Friessner, Capt. and Mrs. E. C. Fester, Mr. Fung Kong, Mr. and Mrs. J. B. Freisens, Mr. E. Fitzpatrick, Mr. and Mrs. Gock Young, Master Gock, Mrs. Gock, Miss B. Grant, Mr. J. Holdsworth, Hon. Mr. P. H. Holyoak, Mr. Healing, Mr. J. J. Harrington, Miss M. Hung, Mr. Ho, Mrs. F. G. Herridge, Master F. J. Herridge, Miss D. D. Herridge, Mr. A. R. Harris, Mr. and Mrs. A. M. Host, Mrs. Violet Harris, Miss L. C. Harris, Mrs. S. J. Howe, Mr. and Mrs. W. C. Hankins, Misses E. and B. Hankins, Mrs. J. Hutchenruyter, Mrs. N. Hirsh, Capt. and Mrs. R. Hirsh, Miss C. Haist, Miss I. Hoston, Mr. C. Hickens, Mr. Jor See Kung, Capt. and Mrs. W. E. Jenkins, Mrs. L. N. Johnson, Mr. Kai Kauklof, Mr. and Mrs. C. A. Kestler, Mr. Julius Kuneman, Mr. I. P. Kam Cho, Mr. and Mrs. R. de Kak, Mr. E. S. Kadoorie, Mr. L. Karoodie, Mr. and Mrs. Kerr, Miss Insa Kisbough, Mr. Lo Chuck Wan, Mr. and Mrs. C. I. Lo, Mr. Lee Kee Kong, Mr. and Mrs. Lee Ah Weng, Mr. Lai Chee, Mr. and Mrs. Ink Jin Chuen, Mr. A. Landsbert, Mr. Lee Fat, Mrs. Jas. D. Lowry, Mr. B. Markham, Mr. and Mrs. S. Michael, Miss I. V. Michael, Master D. V. Michael, Mr. and Mrs. H. E. McWhiney, Master John F. McWhiney, Miss Ruth McWhiney, Mr. W. McClelland, Mr. D. C. M. Miller, Mr. and Mrs. D. McInnes, Miss Matsuda, Lieut. and Mrs. G. A. McHenry, Miss Jane McHenry, Sister Mary of Holy Cross, Mrs. C. G. Miller, Miss J. Nicholson, Dr. A. A. J. de Neif, Mr. A. Nissini, Mrs. J. A. Niel and infant, Mr. Ng Shae Yet, Mr. Ng Luen Coit, Mrs. S. Nakashima and son, Miss A. Olivart, Mr. Parr, Mr. C. G. Peacock, Miss Peacock, Mr. J. S. Pringle, Mr. S. S. Perry, Col. Bruce Powley, Hon. Mr. and Mrs. H. E. Pollock, Mr. A. B. Paddock, Miss Martha Pickrell, Mr. Pon Cook Cho, Mr. J. M. Prescoot, Mr. A. K. Rhoden, Mr. and Mrs. A. W. Rettig, Mr. T. M. Rudall, Mrs. A. G. Robinson, Mr. J. W. Ratcliffe, Mr. Jorge Rabadella, Mr. Soo Tit Hing, Mr. Soo Pang Nin, Miss J. A. Stunt, Dr. and Mrs. S. J. Schofield, Mr. and Mrs. J. C. Sibley, Miss M. E. Sibley, Mrs. Severyn, Mrs. J. R. Spence and child, Mr. T. Shend, Mr. A. S. Shealy, Mrs. C. T. Sisson, Mrs. Maria Sprinkle, Mr. M. R. Sprinkle, Misses M. and I. Sprinkle, Miss Crisanta Sprinkle, Mr. and Mrs. Tang Ket Hing, Mr. C. H. Tinsley, Capt. and Mrs. B. S. Thompson, Master Donald Thompson, Mr. B. M. Talati, Mr. and Mrs. E. F. Vilfer, Mr. V. F. Viccajee, Mr. T. P. Wong, Mrs. R. Woodside, Miss Woodside, Lieut. and Mrs. M. R. Woodward, Mr. C. H. Walt, Mr. E. G. Walt, Lieut. A. E. Waller, Mr. Wong Jun, Mr. S. K. Yung, Mr. and Mrs. Yuen Mon Hon, Mr. Yui Tou, Mr. C. W. Hsu, Mr. A. L. Ramjahn, Capt. T. A. Lee, Mr. J. L. P. Sanderson, Mr. and Mrs. Lee Kit, and Miss M. M. da Costa.

VESSELS EXPECTED.

Anchises (Blue Funnel), due June 14th.
Cyclops (Blue Funnel), due June 1st.
Ipomoea (Blue Funnel), due June 7th.
Empress of Australia, due June 4th.
Honolulu Maru (O.S.K.), due June 1st.
Khiva (P. & O.), due to-day.
President Hayes (Dollar), due June 23rd.
President Jefferson (Admiral Oriental), due June 10th.
President Lincoln (P.M.), due June 7th.
President Van Buren (Dollar), due June 9th.
Seiyo Maru (T.K.K.), due June 2nd.
Titan (Blue Funnel), due June 25th.

SHIPPING NOTES.

The silk shipped per s.s. *President Grant*, which sailed from this port at 10 a.m. on May 4th, arrived in New York at 4 p.m. on May 27th, having been 23 calendar days and 6 hours in transit.

The steamer *D'Artagnan*, built for the Messageries Maritimes, was successfully launched on April 23rd from the yards of the Chantiers et Ateliers de la Gironde, Bordeaux. The vessel is 9,600 tons dead-weight and 165 m. in length.

A floating dock built on the Tyne, was towed to Southampton, where it is to be permanent placed. The journey is 460 miles. The huge structure, which will accommodate vessels up to 60,000 tons, has made 5½ knots down the East Coast. It was in charge of seven tugs.

Less than forty years have passed since the Canadian Pacific Steamship Services were inaugurated with the sailing of the 800-ton brig *W. Lee Ford* from Yokohama with a cargo of tea to Port Moody, which was then the terminus of the Canadian Pacific Railway in British Columbia. It was the forerunner of the mighty fleet of Canadian Pacific vessels which to-day, with a tonnage of approximately 500,000, now sail the Seven Seas: East and West, and North and South, from Alaska to Cape Horn, from Hongkong to London. A brochure, beautifully illustrated by Norman Wilkinson, has just been published by the Canadian Pacific.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Australia	June 13	July 2	Melita	July 9	July 16
Empress Asia	July 3	July 21	Empress Scotland	July 30	Aug. 8
Empress Canada	July 19	Aug. 4	Empress France	Aug. 13	Aug. 20

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
June 25	June 27	Empress Asia	June 28	June 30
July 23	July 25	Empress Russia	July 26	July 28

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN
"Via HONOLULU—The Paradise of the Pacific."

REDUCED FARE TO EUROPE.
£120 First class throughout
£112—£110 Mono class steamers on the Atlantic

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS	LEAVE HONGKONG
KOREA MARU (From Yokohama June 12th)	30,000 tons, —
SHINYO MARU	22,000 tons, June 27th
SIBERIA MARU	20,000 tons, July 12th
TAIYO MARU	22,000 tons, July 26th
TENYO MARU	22,000 tons, August 8th

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, MANZANILLO, BALBOA,
CALLAO, MOLLENDO, ARICA AND IQUIQUE.
Thence by Trans-Andean Route to Buenos Ayres.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	June 12th.
RAKUYO MARU	18,500	July 19th.

Through Bills of Lading issued to all United States Overland Points, also via Panama Canal Lines to Atlantic Ports.
For full information regarding Passengers, Freight and Sailings, Apply to:—

Agents at Canton: Messrs. T. E. GRIFFITH.
Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA
Spanish Royal Mail Line
For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.
S.S. "ISLA DE PANAY," ... 14th July
For SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.
S.S. "ISLA DE PANAY" ... 23rd June
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewardess and Doctor carried.
For Freight and/or passage apply to:—
O. D. BARRETTO, 28, Central Avenue, P.O., Canton.
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BOILER MAKERS,
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MECHANICAL AND ELECTRICAL ENGINEERS.

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— DRY DOCKS. —
Length 787 Feet.
Length on Blocks 750 Feet
Dept. on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.
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Capable of Handling Ships Up to 3,000 Tons Displacement.
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TRANS-PACIFIC SERVICE
FAST NEW AMERICAN STEAMERS TO
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VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU.
S.S. "PRESIDENT WILSON" ... June 4th, at 5 p.m.
S.S. "PRESIDENT LINCOLN" ... June 18th, at 5 p.m.
Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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CHICAGO
NEW YORK.

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

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GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
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HONGKONG—MANILA
S.S. "PRESIDENT LINCOLN" ... June 8th, at Noon.

HONGKONG—CALCUTTA
FREIGHT ONLY
CALCUTTA via SINGAPORE, PENANG & RANGOON.
S.S. "LAKE FAULK" ... June 5th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
PACIFIC MAIL STEAMSHIP CO.
1st Floor, Queen's Building, Hongkong.
Cable Address: "SOLANO." Tel. Central 141, 2332. Canton Agents: HOLYOAK MASSEY & CO., LTD.

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SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440

IYO MARU	Saturday,	19th July, at 11 a.m.
YOKOHAMA MARU	Saturday,	30th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KASHIMA MARU	Wednesday,	4th June, at 11 a.m.
HAKONE MARU	Wednesday,	18th June

HAMBURG via LONDON & ROTTERDAM.

LIMA MARU	Saturday,	14th June

LIVERPOOL via MARSEILLES & VALENCIA.

TOYOHASHI MARU	Sunday,	15th June

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU	Wednesday,	18th June, at 11 a.m.
YOSHINO MARU	Wednesday,	18th June

NEW YORK & BOSTON via PANAMA.

TAKAOKA MARU	Friday,	13th June

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU		First July

BOMBAY via Singapore & Colombo.

TAMBA MARU	Tuesday,	10th June

CALCUTTA via Singapore, Penang & Rangoon.

MURORAN MARU	Friday,	30th May
BENGAL MARU	Monday,	9th June

NAGASAKI, KOBE & YOKOHAMA.

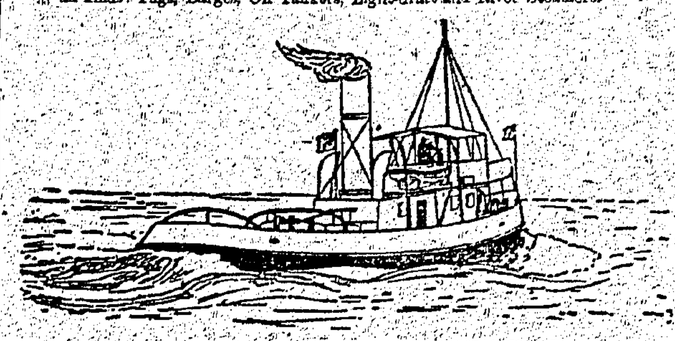
YOSHINO MARU	Thursday,	12th June

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU	Saturday,	31st May
SADO MARU	Saturday,	31st May
FUSHIMI MARU	Monday,	2nd June, at Noon.

For further information, apply to— NIPPON YUSEN KAISHA
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.
SHIPBUILDERS, MARINE AND LAND ENGINEERS.
Builders of Vessels up to 1,500 Tons: Fast Steam Launches and Motor Craft of all kinds: Tugs, Barges, Oil Tankers, Light-draft and River Steamers.



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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

H. M. S. "ATHENIA" .....13th June.....Mars., L'don., R'dam. & Hamburg

PASSENGER SERVICE.

"CITY OF LAHORE" .....16th Oct.....Shanghai and Japan
"CITY OF LAHORE" ..... 7th Dec.....Marseilles, London, etc.

FARES TO LONDON.

SINGLE 1st Class "A"...£ 92. "B"...£ 84. | 2nd Class "A"...£ 62. "B"...£56.
RETURN " "A"... 161. "B"... 147. | " "A"... 108. "B"... 98.

Cargo Steamers. Saloon Passage £62.

NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

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(Tel. Central 780).
to
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BOSTON AND NEW YORK

Joint Service of the

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AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong

s.s. "KASAMA" ... ...via Suez Canal ... ... 31st May.
s.s. "DIOMED" ... ...via Suez Canal ... ... 11th June.
s.s. "MENELAUS" ...via Suez Canal ... ... 21st June.
s.s. "CITY OF SHANGHAI" ...via Suez Canal ... ... 1st July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

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HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
[12

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
AMBOISE	—	—	8th June
CHANTILLY	—	—	22nd June
ANGERS	8th May	9th June	6th July
PORTHOS	22nd May	23rd June	20th July
AMAZONE	5th June	7th July	3rd Aug.
ANGKOR	19th June	21st July	17th Aug

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS { 1st Class .....£ 95. 0s. 0d. / 2nd ,, ...£ 68. 0s. 0d. }
B CLASS STEAMERS { 1st Class.....£ 83. 0s. 0d. / 2nd ,, ...£ 60. 0s. 0d. }

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

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s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive End of June.

Sailings subject to alteration without notice.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

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SWATOW, AMOY & FOOCHOW

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(Occupying 9 or 10 Days)

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HAIFOONG ... | Capt. W. S. Turnhull | Tuesday, 3rd June, at 1 p.m.
HAINING ... | Capt. W. C. Passmore | Friday, 6th June, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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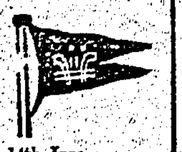
PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK



SS. "ROMAN PRINCE" ... ... 14th June.
SS. "EASTERN PRINCE" ... ... 1st July.
SS. "GALLIC PRINCE" ... ... 18th July.

For Freight and Full Particulars, apply to:—

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KHIVA"	9,097	31st May, D.L.	Mars., London & Antwerp
"ALIPORE"	5,273	3rd June, Noon	Manila, S'pore. & B'bay.
"SICILIA"	6,813	11th June	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	14th June	Mars., London & Antwerp.
"MOREA"	10,911	28th June	do.
"KIDDERPORE"	5,334	30th June	S'pore, Penang, Colombo & B'bay.
"SOUDAN"	6,696	9th July	S'pore, Penang, Colombo & B'bay.
"KARMALA"	9,098	12th July	Mars., L'don. & Ant'werp.
"MALWA"	10,941	26th July	do.
"DEVANHA"	8,092	9th Aug.	do.
"SICILIA"	6,813	23rd Aug.	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	23rd Aug.	Mars., L'don. & Ant'werp.
"NAGOYA"	6,554	30th Aug.	do.
"SARDINIA"	6,684	4th Sept.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	6th Sept.	Mars., L'don. & Antwerp.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,963	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,840	1st Nov.	do.
"MALWA"	10,941	15th Nov.	do.
"KARMALA"	9,098	29th Nov.	do.
"MANTUA"	10,902	13th Dec.	do.

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	6,949	30th May, 1 p.m.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	14th June	Singapore, Penang & Colombo.
"TALMA"	10,000	20th June	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	2nd July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	30th July	
"EASTERN"	4,000	27th Aug	

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MOREA"	10,911	30th May, Noon	Shanghai, Moji & Kobe.
"TALMA"	10,000	2nd June	Moji & Kobe.
"KIDDERPORE"	5,334	6th June	Shanghai & Kobe.
"ARAFURA"	6,000	7th June	Moji & Kobe.
"KARMALA"	9,098	13th June	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	14th June	Shanghai.
"TANDA"	6,956	25th June	Moji & Kobe.
"MALWA"	10,941	27th June	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"TAKADA"	6,949	21st July	Moji & Kobe.
"MANTUA"	10,902	25th July	Shanghai, Moji & Kobe.
"SICILIA"	6,813	28th July	Shanghai.
"NAGOYA"	4,654	1st Aug.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"SARDINIA"	6,684	8th Aug	Shanghai & Kobe.
"KALYAN"	9,118	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,963	5th Sept.	do.
"ARAFURA"	6,000	6th Sept.	Moji & Kobe.
"MOREA"	10,911	15th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,097	29th Nov.	do.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
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Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy
s.s. "NANYO MARU No. 1" ... ...on or about 9th June.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Strand West. Tel. Central No. 155.
S. MITARAI, AGENT. Top Floor King's Building. Tel. Central Nos. 140 & 4457.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOY & SHANGHAI	"HUPEH" ...	On 30th May, D.L.
SHANGHAI	"CHIHLI" ...	On 30th May 3 p.m.
SHANGHAI & TSINGTAO	"LUCHOW" ...	On 31st May, 3 p.m.
HOIHOW & BANGKOK	"TEAN" ...	On 1st June, 10 a.m.
SWATOW & SHANGHAI...	"SZECHUEN" ...	On 1st June 2 p.m.
SHANGHAI	"CHEKIANG" ...	On 2nd June, 3 p.m.
SWATOW & BANGKOK...	KWANGTUNG ...	On 3rd June, 2 p.m.
SWATOW & SINGAPORE	"KIUNGCHOW" ...	On 3rd June, 2 p.m.
AMOY & SHANGHAI	SINKIANG" ...	On 3rd June 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW" ...	On 4th June 4 p.m.
SWATOW & SHANGHAI	"LINAN" ...	On 5th June, 2 p.m.
SHANGHAI	"KASHING" ...	On 6th June 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU" ...	On 8th June 2 p.m.
SWATOW & SHANGHAI	SHANGTUNG"	On 8th June 3 p.m.
HOIHOW, PAKHOI & HAIPHONG ...	"CHENAN" ...	On 10th June, 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation ambiships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 38. Agents.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"KUT"	30th June	—
"TAIYUAN" ...	9th July	14th July

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" ... ... Sails on or about 9th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "NIPPON" ... ... Sails 3rd June.
S.S. "GERANIA" ... ... Sails about 20th June.
S.S. "ROSANDRA" ... ... Sails about 3rd July.
S.S. "BRENTA" ... ... Sails about 20th July.
S.S. "VENEZIA" ... ... Sails about 3rd August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "DUCHESSA D'AOSTA" ... ... Sails 7th June.
S.S. "SILVIO PELLICO" ... ... Sails about 4th July.
S.S. "NIPPON" ... ... Sails about 8th July.
S.S. "GERANIA" ... ... Sails about 5th August.
S.S. "ROSANDRA" ... ... Sails about 8th August.
S.S. "BRENTA" ... ... Sails about 5th September.
S.S. "VENEZIA" ... ... Sails about 8th September.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... Sails about 10th June.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka" ... ... Due Hongkong 31st May
Leave Hongkong 3rd June
U.S.S.B. "West Carmona" ... ... Due Hongkong 12th June
Leave Hongkong 14th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "West Cajoot" ... ... Due Hongkong 2nd July
Leave Hongkong 4th July

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR SAIGON, SINGAPORE, ZAMBOANGA, CEBU AND MANILA.

U.S.S.B. "West Montop" ... ... Due Hongkong 8th June
Leave Hongkong 11th June

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA. 1st Floor, Queen's Building, Phone No. Central 3002.
G. P. BRADFORD, Res. Agent. [123

POST OFFICE NOTICE.

GENERAL HOLIDAY

On Tuesday, the 3rd of June, the G.P.O. and the Branch Post Offices will be open as follows:—

The G.P.O. & Kowloon Branch—8 a.m. to 9 a.m.

Shecungwan Branch:—8 a.m. to 9 a.m., and 5.30, p.m. to 8 p.m.

Wantsai, Saiyingpun, Yaumati, and Sau n Shui Po Branches:—8 a.m. to 9 a.m., and 5 p.m. to 6 p.m.

There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence from the G.P.O. at 9 a.m.

There will be one delivery from the Branch Post Offices at noon.

The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Due
Straits	*Fooksang* ...	30th May
Shanghai	*Khiva* ...	30th May
Shanghai	*Shantung* ...	31st May
Manila	*Pres. Wilson* ...	2nd June
Japan	*Kashima Maru* ...	3rd June
Canada, U.S.A., Japan and Shanghai	*Emp. of Australia*	4th June
U.S.A., Canada, Japan and Shanghai	*Pres. Lincoln* ...	7th June
U.S.A., Japan and Shanghai	*Pres. Van Buren* ...	9th June

OUTWARD MAILS

For	Per	Date	
Hoihow, Pakhoi and Haiphong	*Taikwa Maru* ...	Friday, 30th,	8.30 A M
Java via Batavia	*Tjibodas* ...		10.30 A M
Shanghai, Japan and Europe via Siberia (Correspondence specially superscribed "Via Siberia" only.) ...	*Moreo*		10.30 A M
*Straits and Calcutta...	*Takada*		11.30 A M
Japan	*Tjikini*		Noon
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 29th June.	*Khiva*	Parcels ... Registration Letters ...	Noon 4.15 P M 5.00 P M
Swatow, Amoy and Foochow ...	*Haihow* ...		3.00 P M
Shanghai and *Japan	*Hindenburg* ...		2.30 P M
Manila	*Pres. Jackson*		3.3 P M
Pakhoi and Haiphong	*Yuet Wah*		5.00 P M
Tourane	*Kwai Wah* ...		5.00 P M
Australia & New Zealand, via Cairns —due Cairns about 12th June. ...	*Victoria* ...	Parcels, 30th, Saturday, 31st, Registration Letters,	5.00 P M 9.45 A M 10.30 A M
Shanghai	*Liensiang* ...		10.00 A M
Manila	*Yuensang* ...		10.00 A M
Shanghai	*Luchow*		2.00 P M
Java via Batavia	*Cheribon Maru* ...		2.30 P M
Hoihow and Haiphong	*Mingsang* ..	JUNE Sunday, 1st,	8.30 A M
*Hoihow and Bangkok	*Tean*		8.30 A M
Swatow, Amoy and Formosa	*Kaijo Maru* ..		9.00 A M
Saigon	*Kisha Maru*		9.00 A M
Shanghai	*Chekiang* ...	Monday, 2nd,	2.00 P M
Straits	*Dardanus*		2.30 P M
Manila	*Calchas*		5.00 P M
Swatow *Amoy & Foochow .. .	*Haifoong*	Tuesday, 3rd,	9.00 A M
Amoy	*Sinkiang*		9.00 A M
*Swatow and Bangkok	*Kwangtung* ...		9.00 A M
Manila	*Alipore* ..		9.00 A M
Swatow	*Yusang* ..	Wednesday, 4th,	8.00 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via MARSEILLES—due Marseilles, 8th July.	*Kashima Maru*	Registration Letters ...	8.45 A M 9.30 A M
Shanghai, Japan, Honolulu, U.S.A. Canada, Central & South America, & *EUROPE via SAN FRANCISCO —due San Francisco, 27th June.	*Pres. Wilson*	Parcels Registration Letters ...	Noon 2.45 P M 3.30 P M
Wei Hai Wei	*Kusichow*		2.30 P M
Manila	*Achilles*	Thursday, 5th,	5.00 P M
Swatow, Amoy and Foochow	*Hai Ning*	Friday, 6th,	3.00 P M
Sandakan	*Manzang*	Saturday, 7th,	Noon
Amoy and *Manila	*Sutsang* ...		2.00 P M
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles about 9th July.—Ship sails at 4 p.m., Sunday, 8th June.	*Amboina* ...	Registration Letters	5.00 P M 5.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

DARDANUS	... 2ND JUNE	London, Hull, Rotterdam & Hamburg
LAOMEDON	... 9TH JUNE	London, Rotterdam & Hamburg
MENTOR	...16TH JUNE	Mars., L'don., Rotterdam & Hamburg
LYCAON	...30TH JUNE	London, Rotterdam & Hamburg

LIVERPOOL
(DIRECT OR VIÂ CONTINENTAL PORTS).

CALCHAS	... 3RD JUNE	Marseilles, Havre, Liverpool & Glasgow
NINGCHOW	...20TH JUNE	Genoa, Marseilles, Liverpool & Glasgow
DEMODOCUS	... 1ST JULY	Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

ACHILLES	...23RD JUNE	Victoria, Seattle & Vancouver
PHILOCTETES	...11TH JULY	Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA)

DIOMED	...11TH JUNE	Boston, N. York & Baltimore (via Suez)
MENELAUS	...21ST JUNE	Boston & New York (via Suez)
CYCLOPS	...11TH JULY	Boston & New York (via Suez)

PASSENGER SERVICE

ANCHISES	...15TH JUNE	Shanghai
MENTOR	...16TH JUNE	Singapore, Marseilles & London
ANCHISES	...14TH JULY	Singapore, Marseilles & London
TEIRESIAS	...11TH AUG.	Singapore & London
SARPEDON	... 9TH SEPT.	Singapore, Marseilles & London
PATROCLUS	...21ST OCT.	Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO

BUTTERFIELD & SWIRE,
AGENTS.

2201

COMMERCIAL.

OPENING QUOTATIONS.

May 29th, 1924

ON LONDON.—	
Telegraphic Transfer ...	2/4⅛
Bank Bills, on demand ...	2/4 11/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	2/4⅛
Credits, at 4 months' sight ...	2/5⅛
Documentary Bills, 4 months' sight	2/5⅛
ON PARIS.—	
Bank Bills, on demand ...	93
Credits, 4 months' sight ...	1,04⅝
ON NEW YORK.—	
Bank Bills, on demand ...	81⅛
Credits, at 30 days' sight ...	93⅛
ON BOMBAY.—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	
ON CALCUTTA.—	
Telegraphic Transfer ...	169
Bank Bills, on demand ...	
ON SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight	
ON YOKOHAMA.—On demand	123⅛
ON MANILA.—On demand ...	104½
ON SINGAPORE.—On demand	102½
ON BATAVIA.—On demand	141½
ON HAIPHONG.—On demand ...	nom.
ON SAIGON.—On demand	—
ON BANGKOK.—On demand ...	77½
SOVEREIGN, Bank's Buying rate	...$ 8.17
GOLD LEAF, 100 fine, per tael	... 49.20
BAR SILVER, per oz	... 34 7/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	...$20,000,000

Court of Directors:

W. L. PATTENDEN, Esq.—Chairman
H. P. WHITE, Esq.—Deputy Chairman.

B. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITZ, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 7th May, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, 5th May, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,800,000
Reserve Liability of Proprietor ...	£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:

JAPAN:—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
CHINA:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTIES WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
4, Des Voeux Road,
Hongkong, 15th September, 1922.

"AN UNQUALIFIED SUCCESS"

The "Capstan de Luxe" OVAL

To those smokers who prefer an oval cigarette and who find Egyptian and Turkish cigarettes too "heavy" the "Capstan" de Luxe makes an irresistible appeal.

"Capstan de Luxe" are manufactured in England of the Finest Virginia Tobacco. Sold by all High-Class Tobacconists.

This advertisement is issued by the British-American Tobacco Co., Limited 249

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

Per annum.
For 3 months at the rate of 3 per cent.
For 6 " 4 "
For 12 " 5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [34

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 93 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 58,667,283.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mengtsz	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan and Co; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1914. [32

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital ...	£3,000,000
Subscribed Capital ...	£1,800,000
Paid-up Capital ...	£1,050,000
Reserve Fund	£1,250,000

BANKERS:
THE BANK OF ENGLAND
and
MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis (Mauritius)	Sourabaya
Delhi	Kota Bharu		

HONGKONG BRANCH:

Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON,
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun (Dairen)	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtau
		Vladivostock

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at Rates to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 17th Sept., 1923. [39

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,670)
Reserve Fund	19,769,180 (£1,647,430)
Special Reserves	22,660,000 (£1,888,330)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—THE NATIONAL PROVINCIAL AND UNION BANK OF ENGLAND, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD
Acting Agent

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE:
York Building, Chater Road, Hongkong

BRANCHES:
Shanghai—61, Kiangse Road.
Hankow—British Concession.

CORRESPONDENTS IN
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive Rates for all kinds of Deposits. Enquiries are welcomed.

T. H. MAI,
Manager.

1982]

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